

GRAND TRUNK LEGISLATION.



CANADA

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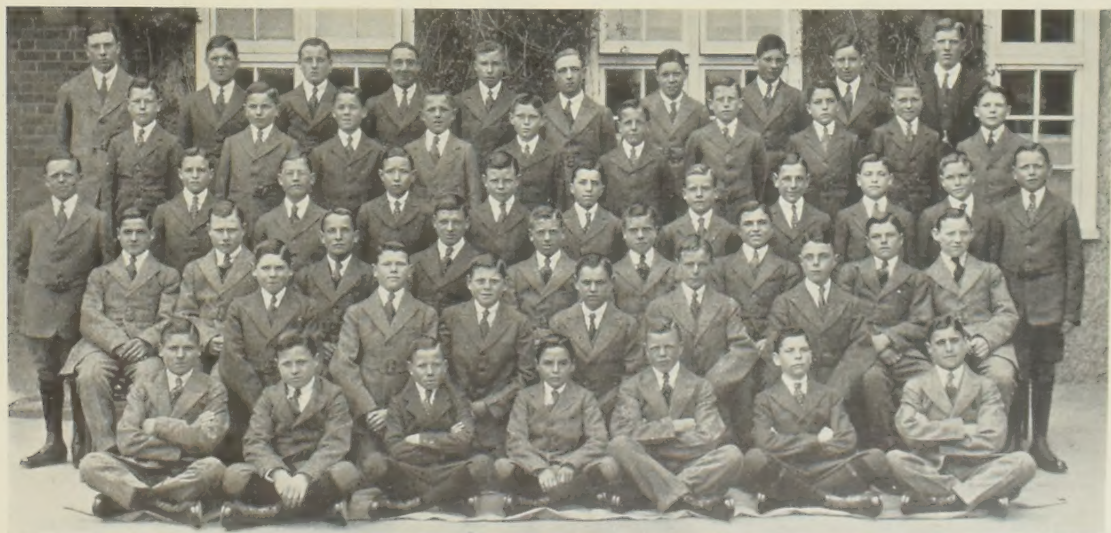
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THE PREMIERS' MEETING.

THE forthcoming meeting of the Premiers of the Empire continues to arouse much discussion and conjecture both at home and overseas. In the Mother Country, in Canada, and elsewhere, there are those who are seizing upon points of comparatively minor importance in an apparent endeavour to create distrust. There are even some who are greatly disturbed as to whether it should be designated an Imperial Conference or an Imperial Cabinet. It does not seem to us that the name matters much. The fact is of very much more significance, and its importance cannot be denied. At all times personal consultation between members of the Imperial and Overseas Cabinets is desirable. At a time like this, when so many vital problems remain unsolved or unsettled, such a meeting is of short of imperative. It is only by the framing of a common policy in regard to the outstanding questions of Imperial politics that the future can be faced and successfully met.

Mr. Churchill is responsible for the latest authoritative pronouncement on the subject of the meeting. His preference for regarding it as a meeting of the regular Imperial Cabinet of the Empire—the first in time of peace

—is the measure of his conception of its importance. No exception can be taken to the spirit of his Anzac Day speech, when he spoke of the meeting as a means of carrying forward "all that sense of co-operation which grew up in the war and which now requires to be translated into other terms during what all hope will be a lengthy period of peace." Nor, even taking into consideration the jealousy which has been displayed in certain quarters with regard to the subjects of discussion, can Mr. Churchill be blamed for the way in which he handled that aspect of the question. As he pointed out, the Imperial Government have taken the utmost pains to place before their colleagues from the Dominions, beforehand, the subjects that are to be discussed; they have received their suggestions as to additional topics; and they have seen to it that official papers on military, naval, commercial, and other questions involved, are available for the use of the Ministers.

As Mr. Churchill suggested, the main task of the Premiers will be to find a way out of the difficulties into which we were plunged by the war. And he placed side by side with those naval and military requirements which constitute the essence of our protection and security from danger, the re-establishment of prosperous conditions of trading. If the result of the meeting is the placing of the Empire upon a sounder footing in these three respects (apart from other matters covered by Mr. Meighen's announcement at Ottawa), it will be a notable event indeed.

— * * —

CANADIAN GOLD MINING.

IT is recognised in Canada, just as it is in the Mother Country, that a return to normal economic conditions and reduction of abnormal taxation can only be achieved by thrift and increased production. In Canada an increased production of manufactured goods (with a few exceptions, such as pulp and paper and other industries enjoying special natural advantages) is not possible until a large export trade has been systematically and steadily built up. In agriculture, which is the greatest industry of the Dominion, the world price of food products is falling, and larger production will accelerate the decline in prices. A great stimulation of immigration would unquestionably accelerate the return to normal conditions, because the work of these newcomers would in itself create wealth, and a large influx of new settlers brings in the aggregate a substantial amount of new capital into the country. There are, however, several factors which militate against any great flow of immigrants this year in numbers approaching those which entered Canada in 1912 and 1913; the very high cost of transportation and the hostility of Labour Unions being two of the difficulties, apart from the unwillingness of the Federal Government to enter upon the large expenditure which would be necessitated.

There remains, therefore, apart from agriculture, the development of natural resources. Of all these, that which offers the best prospect of substantial and comparatively quick returns, is the development of Canada's gold mines. If any substantial stimulus is to be given to that industry, both the Federal and Provincial Governments must work in the closest harmony with the mine operators, and remove all the burdens which at present restrain capital from more largely interesting itself in gold mining operations. It is not yet sufficiently realised by mining investors in Europe that in Ontario gold-bearing deposits have now been proved to a depth which entitles them to a rank of the first importance. Given sympathetic encouragement, local capital would more largely flow into these proved mining districts, and capital from the United States and from Europe would become largely interested in the hope of discovering great treasure houses similar to the Hollinger and the Dome. While in Northern Ontario alone there are known mineral zones which have been shown to justify development, there are many other mineralised districts in Canada equally well deserving the attention of mining capital. Great hopes are entertained of the result of the oil development in Northern Alberta and the Mackenzie district, but, concurrent with this exploration, gold mining should be pushed and encouraged by every means possible, as it holds out the best prospects

to-day of securing that large production of wealth which alone can restore the Dominion conditions to normal prosperity.

NOTES OF THE WEEK.

The Washington Appointment. The all-day debate at Ottawa on the subject of the appointment of a Canadian Minister Plenipotentiary at Washington

does not really carry us any further. Mr. Meighen stated that it had already been announced on the floor of the House that the Government intended to make the Washington appointment, and the only reason why it had not already been made was that the Government had been unable to decide upon the best man to occupy that important post. The search is even longer than that, of which we have recently heard so much, for the most suitable Lord Chief Justice of England. Sir Robert Borden and Mr. Rowell—either of whom would fill the post with acceptance—have both announced that they are not candidates for Washington.

The debate naturally turned largely on the question of the status attained by Canada. The justification of the new Minister's appointment depends entirely upon his relation to the British Ambassador at Washington, and that in turn depends entirely upon the interpretation placed upon the stage of nationhood which the Dominion has reached. Mr. Meighen rightly speaks of it as "growing," and of the end of Canada's evolution not having yet been reached.

Repaying the Debt to Canada. There was little to attract the attention of Canadians in the Budget speech delivered by Mr. Austen Chamberlain at Westminster on Monday. There was nothing sensational about it, and there were no surprises. The only respect in which Canada is directly interested is in regard to the repayment of Britain's foreign debt. Here Mr. Chamberlain and his successor, Sir Robert Horne, in recognising, in so many words, that the foreign debt is a drain upon the national resources, have adopted the sound principle of aiming at being self-supporting, and being last of all indebted to our brothers and our cousins.

During the last two years the Mother Country's external debts have been reduced by £203,000,000—an achievement which will be appreciated by the financiers of the Dominions. During the past twelve months practically all the debts owing to non-English-speaking countries have been completely paid off; the total debt in the United States has been reduced by nearly £75,000,000, and that in Canada by £20,000,000. Virtually, the only debt now outstanding, except what is due to the United States and Canada, is £826,000, lent by Sweden, which will be repaid when it matures this summer.

During the current year this remaining debt will be largely paid off. With regard to Canada's share, Mr. Chamberlain announced that he had entered into an agreement with the Canadian bankers to repay in monthly instalments, ending on April 1 next, the remainder of the debt owing to them, originally \$200,000,000, but now reduced to \$125,000,000.

The Grand Trunk Arbitration Bill. In view of the importance of the subject, we publish on another page the full cabled report of the speech of the Canadian Premier, when introducing the Grand Trunk Arbitration Bill. This is probably the most concise summary of the view taken by the Canadian Government of the position and liabilities of the Grand Trunk Railway. From the point of view of the Government, who have been called upon so frequently, and at times of financial stringency, to provide large sums of money to the Grand Trunk Pacific Railway, a feeling of some impatience with the tedious arbitration proceedings is not unnatural. It is also hardly to be expected that the present Government should be willing to acknowledge the mistakes made by the Government which forced upon the Grand Trunk Railway greater financial responsibilities than it originally contemplated or desired.

The new Bill introduced at Ottawa was practically an ultimatum to the Board of the Grand Trunk, and their

acceptance of its conditions was advisable in the interests of the shareholders, who are most anxious for an early settlement. The proviso attached by the Grand Trunk Board to its acceptance of the Bill is a natural expression of their responsibility to the shareholders.

Lord Shaughnessy's Suggestion. The suggestion made by Lord Shaughnessy, in a letter to the Canadian Premier, in which he outlines a plan to merge the management of all railways in Canada under the C.P.R. executive, has naturally created much interest. The suggestion was made by Lord Shaughnessy in his private capacity, and not as Chairman of the C.P.R.

By placing all the railways under this one management he claims that the dangers of political control would be avoided and such economies would be effected that even in the first year the deficits would be substantially reduced, and within a few years deficits would cease. Coming from such a source the suggestion is a very interesting one, and there will be much curiosity as to the view taken of the proposal by the majority of the members at Ottawa.

Mr Speaker Lowther. When Mr. Lowther arrives in Canada—as he will do within the next few weeks—to present to the Dominion Parliament

a replica of the Chair which he has occupied with so much distinction for the last sixteen years, he will no longer be Speaker of the Imperial House of Commons. He will receive no less hearty a welcome from Canadian Parliamentarians because of his retirement. His personality is well-known to many of them; his record to all. Although it has been his part to listen rather than to speak, he has come to be one of the outstanding figures in Imperial politics, and the Daughter Parliaments of the Empire regard him as a model occupant of the Speaker's Chair.

The esteem in which Mr. Lowther is held at Westminster is shown by the fact that since he was first appointed Speaker he has been re-elected five times. At Ottawa, however, short terms are the rule. Since Mr. Lowther came to the Chair in 1905, there have been five occupants of the corresponding office in the Canadian House of Commons. This is one of the penalties of bilingualism, the Speaker having to be English and French-speaking in alternate Parliaments.

A Suggested Tax. Among the various suggestions made to the Dominion Finance Minister in connection with the new Budget is a proposal to tax all United States publications carrying advertisements which enter Canada. According to the *Toronto Globe*, had the existing Canadian import duty of 15 cents per pound, levied on advertising matter, been applied to publications one weekly American paper would have paid half a million dollars to the Canadian Exchequer last year.

There can be no doubt that if any such tax were levied it would greatly benefit the circulation of British publications in Canada, and would undoubtedly stimulate the publication of illustrated weeklies and monthlies in the Dominion. One of the chief grounds on which such a tax is advocated is that the large purchases of goods in the United States by Canadians are mainly due to the result of the advertisements in the American publications which circulate largely in Canada. As the Finance Minister is naturally most anxious to reduce the adverse trade balance with the United States, this proposed tax, coming at this time, may possibly be entertained; but the policy at Ottawa is, of course, not to enact legislation which might exacerbate feeling in the United States, from whence Canada receives such an important number of her best immigrants.

The G.W.V.A. and the League. Col. Obed Smith made a particularly appropriate choice of subject for his speech at the dinner of the United Kingdom Branch of the Great War Veterans' Association the other night, in proposing the toast of "The British Empire." On the one hand, the British Empire in itself furnishes the one great object-lesson in the effectiveness of a League of Nations. On the other, the vital necessity

for taking such a step for the abolition of war should come home with greater force to ex-Service men than to any others. They have been made to realise more closely than anyone else the horrors of war itself and the unsettlement and dislocation of business, with the resulting unemployment that follows in its train.

Most men who came home from the war did so in the hope, at least, that it would indeed prove to be "a war to end war." Recent developments have shown that this possibility can be made a reality only by the putting forth of the most strenuous efforts. If the ex-Service men's associations throughout the Empire would put their backs into the League of Nations movement and become its active supporters, it would be the most hopeful step forward that has yet been taken.

Women's Sphere.

The recent appointment to the British Columbia Cabinet of Mrs. Ralph Smith—the first woman in the Empire to achieve this distinction—brings forcibly before the public mind the question of the real place of women in politics. The Hon. Mrs. Smith, in addressing the Canadian Club at Montreal, emphasised the importance of women's work in the reconstruction of the home, and it is obviously mainly in this direction that they will be expected to employ their talents. We do not, however, think that their influence should by any means be limited to this sphere.

During this period of reconstruction the well-being of the peoples under their charge is the chief concern of Governments, and in all matters of this nature women are fully as competent to speak as are men. The practicality and regard for details ingrained in them by centuries of domestic life—where it is the small things that make for health and comfort—render them particularly well qualified to work out the details of important welfare schemes conceived by the older politicians; while no one knows better than the house mother how to make a shilling or a "quarter" do the work of two. They should, therefore, be able to render valuable assistance in working out these schemes on as economical a basis as possible.

Empire Flying.

According to an aeronautical correspondent of the *Times*, "fascinating" schemes for the development of aeronautics in remote districts overseas are to be discussed when the Dominion Prime Ministers pay their impending visit to London.

This correspondent mentions, as object-lessons of what can be done, some of the pioneer enterprises which, though in their infancy, are beginning to yield data of value. An example given of the benefit which remote communities can obtain from air transport is taken from the Yukon. Dawson City, we are told, about 400 miles from the railway at Whitehorse, takes often as long as a month to

connect with this centre of supply, loads having to be borne across mountains and all sorts of obstacles. Now aeroplanes are to be used, in flights 9,000 feet high, to bridge this tract of difficult country; with the result that urgent stores will be transported all the way from Whitehorse to Dawson City in a matter of hours rather than of days and weeks.

A further interesting experiment which is about to be made in the North-West of Canada is the aeroplane services that have been arranged from both Edmonton and Vancouver for the conveyance of passengers and supplies to the Fort Norman oil-fields.

This is certainly a direction in which the Oversea Premiers might make profitable investigation, should the other demands on their time and attention permit.

SHORTAGE OF TEACHERS IN SASKATCHEWAN.

Over Four Hundred School Districts on the Lookout

Up to the end of March 250 teachers had been placed this year by the Teachers' Exchange, a branch of the Saskatchewan Department of Education, and over 400 districts are registered asking for teachers to take charge of their schools at once.

Advertisements are being run in all the educational journals of the east and in the Saskatoon and Regina daily papers, but a sufficient number of teachers cannot be obtained to fill the demand. Some of the districts are offering as high as \$1,500 per year, and some of them are willing to supply a teacher's house and the necessary fuel. In the more progressive districts, the trustees require that the teacher be well qualified and have experience in the Province. They are willing to pay almost any salary to secure the right kind of teacher.

At the present time about 250 teachers are attending the local sessions of the Normal Schools at Prince Albert, Saskatoon, Yorkton, Regina, Moose Jaw, Moosomin, Weyburn and Estevan. These will be granted limited certificates valid in rural schools until June 30, 1922. The majority of these teachers have already secured their schools, still leaving a deficiency of over 400. The only visible supply at the present time are the first, second and third class students at present attending the Normal Schools at Saskatoon and Regina, who will be available at the end of April. The schools which did not open in January must now be satisfied with whatever teachers they can secure.

EXTREMES OF TEMPERATURE.

According to statistics prepared by the Dominion Meteorological Service, the highest shade temperature (Fahr.) on record in Canada was 108.2° at Medicine Hat, in July, 1886. A temperature of 108° was also recorded at Spence's Bridge, B.C., in July, 1908. Other very exceptional extremes of heat were 106.6° at Swift Current, Sask., in July 1886; 106.4° at Brandon, Man., in August, 1893; and 106° at London, Ont., and Chatham, N.B., in August, 1918.

The lowest temperature ever recorded at a meteorological station in Canada was -79° at Fort Good Hope, N.W.T., in December, 1910. Other record below-zero temperatures were -76.3° at Fort Vermilion, in the Mackenzie District, in January, 1911, and -70.4° at Prince Albert, Sask., in February, 1893.

The warmest mean monthly temperature was 78.1° at Kamloops, B.C., in July, 1906, and the coldest mean monthly temperature -18.8° at Prince Albert, Sask., in January, 1887.

CANADIAN MOVING PICTURES.

Sir George Foster stated in the Dominion Parliament that motion pictures are produced by the Exhibits and Publicity Bureau in the Department of Trade and Commerce, Ottawa. These pictures are distributed twice a month to moving picture theatres in Canada by the Canadian Universal Film Co., Ltd., of Toronto. In England these pictures are distributed by J. & J. Imperial Pictures, Ltd. In South Africa, arrangements have been made for distribution through the African Films Trust, Ltd. In China, distribution is being made through China Theatres, Ltd. In other countries non-theatrical distribution is arranged through the offices of the various Canadian Government Trade Commissioners. Arrangements have been made with the Canadian Universal Film Co., Ltd., and J. & J. Imperial Pictures, Ltd., by the Department of Trade and Commerce, on a percentage basis. In South Africa and China films are being distributed free.

A motion to ratify the Canada-West Indies trade agreement was defeated in the Bermuda House of the Assembly by a vote of 16 to 11.

A collection of about 250 trophies from the Tower of London, consisting of backplates, breastplates, helmets, bridle cuffs and gauntlets, and the like, mostly of the Cromwellian period, has been sent to the Château de Ramezay Museum, Montreal.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or \$1, for 36 words or under, each additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

BURNS.—At Three Hills, Alberta, on March 29, to Mr. and Mrs. Wm. Burns (née Bella Crawford)—a daughter.
CUMMINGS.—At Winnipeg, on April 19, to Mr. and Mrs. John Cummings (née Kit Murdoch)—a son.
MACKENZIE.—At Portage la Prairie, on April 9, to Mr. and Mrs. Mackenzie (née Jenny Fraser)—a son.

MARRIAGES.

CHORNE-JARDINE.—On April 2, at The Paragon, Yorkton, Sask., by the Rev. Mr. Thomson, Thomas, eldest son of Mr. and Mrs. Crobie, Rowan Bank, Craigs Road, Dumfries, to Mary Jane (Jenny), second daughter of Provost and Mrs. Jardine, 11, Edman Street, Annapolis.

DEATHS.

ANDREW.—At Vancouver, B.C., on April 15, William, son of the late W. J. Andrew and Mrs. Andrew, Dunearn, Cochrane.
DE GRAVE.—On March 31, in Canada, William Edmund Herbert, eldest son of the late J. W. de Grave, Comptroller-General H.M. Customs, aged 53 years.

GREATHED.—Janel Georgiana, wife of E. A. Greathed, Esq., formerly of Chandler's Ford, Hants, on April 19, of pneumonia. (Winnipeg and Vancouver papers, please copy.)

IN MEMORIAM.

HAYNE.—In loving memory of my husband, Capt. A. A. N. Hayne, Canadian Forces, died Netley, April 24, 1920.

PEARLESS.—In proud and loving memory of Sergt. Hugh Nibbel PEARLESS, D.C.M., 7th Bn., 1st British Columbia Regt., who was killed in action at the Second Battle of Ypres, on April 24, 1915.

REYNOLDS.—In ever loving memory of John F. Reynolds, Lieut., 8th Bn. Canadians, killed at Ypres, April 23, 1915.

THE IMPERIAL CABINET:

MR. MEIGHEN'S
STATEMENT.

Subjects for Discussion—Attitude of the Canadian Government.

IN the Dominion House of Commons on Tuesday Mr. Meighen announced that the agenda of the Imperial Cabinet in London included four main subjects:—

(1) Preparation for a special Constitutional conference to be held later; (2) a general review of the main features of foreign relations particularly affecting the Dominions; (3) a renewal of the Anglo-Japanese Alliance; (4) preliminary consideration, preparatory to the proposed Constitutional conference, of some methods of arriving at a common understanding regarding external affairs which concern the whole Empire.

The Premier added (says the Ottawa correspondent of the *Times*) that, since the original agenda were prepared, ten other subjects had been suggested for consideration; but in view of the fact that they were not of urgent importance, and of the further fact that the Cabinet should not be unduly prolonged, it was unlikely that any considerable attention would be given them. The Canadian Government had already expressed doubts as to the desirability of their inclusion.

These additional subjects, said the Premier, included the following:—

(1) Inter-Imperial communication by land, sea, and air; (2) the position of British Indians in other parts of the Empire; (3) naval, military, and air defence; (4) the recommendations of the Overseas Settlement Conference recently held in London; (5) the development of civil aviation; (6) reports from the Imperial Shipping Committee appointed as a result of the Imperial War Conference in 1918; (7) the findings of the Technical Commission appointed to discuss the question of Imperial wireless communications; (8) the question of German reparations, including division between different parts of the Empire of the amounts received; (9) the Imperial Statistical Bureau; (10) Imperial patents.

It was most unlikely, said Mr. Meighen, that all these subjects would be taken up, or, indeed, in the view of the Canadian Government, that more than the first four would be closely discussed. Circumstances might so develop as to render conclusions desirable on some other subjects, but in respect of many of them it would seem that the Cabinet could do no more than take cognisance of proposals to be considered later.

In conclusion, the Premier moved that the subjects on the agenda and the course which the representatives of Canada ought to pursue at the Cabinet should be discussed by the House on Wednesday.

CANADIAN MINISTER AT WASHINGTON.

All-Day Discussion at Ottawa.

In the Dominion House of Commons on Thursday, April 21, the Hon. Newton Rowell, formerly President of the Council and one of the Canadian delegates to the League of Nations meeting at Geneva, strongly urged the immediate appointment of a Canadian Minister at Washington as of "vital importance" for the people of Canada (says the Ottawa correspondent of the *Times*). He was supported by Sir Robert Borden, who said it was "eminently to the interest of Canada" that the appointment should be made immediately, adding that he was convinced that a Canadian representative at Washington would tend to promote greater friendship between the United States and the British Commonwealth.

The debate which followed revealed strong opposition to the step among all parties in the House. The Hon. W. S. Fielding, a former Minister of Finance, the Hon. Rodolphe Lemieux, and the Hon. Dr. Béland attacked the proposal from the Liberal benches; Dr. Michael Clark opposed it from the Agrarian side, while two Ontario Conservatives, Mr. W. F. Cockshutt and Mr. H. B. Murphy, were equally antagonistic. The argument they advanced was that Canada was not a sovereign State and therefore had not the right to appoint an Ambassador, and that the appointment of a Canadian Minister at Washington would make for friction and difficulties with the British Government. What Canada really needed was a Trade Commissioner. Mr. Fielding was particularly insistent on these points. He declared that it was nonsense to talk about Canada being a nation, because she was still a Colony, and he, for one, was satisfied with that state. He argued, too, that the step was not necessary and was not wanted by the Canadian people. Mr. Meighen surprised the House by declaring that "in point of sentiment I am with those who oppose the idea," but he added that from the standpoint of practical need the step was desirable. "We take this step," said the Prime Minister, "not because we are a nation, but for the service it will be to us." Mr. Meighen was, however, unable to give any assurance as to when the appointment would be made,

and he declined to make public the correspondence on the subject with the British Government. He explained that the delay in making the appointment was due to the difficulty of selecting a man suitable for the post.

The Hon. W. L. Mackenzie King, the Liberal leader, and the Hon. T. A. Crerar, the leader of the Farmers, favoured the appointment of a Minister, but doubted the wisdom of the proposal that he should act for the whole Empire in the absence of the British Ambassador.

After an all-day discussion the vote was passed.

ANGLO-AMERICAN UNITY.

Sir George Foster Rouses Enthusiasm.

Sir George Foster, Canadian Minister of Trade and Commerce, made an eloquent plea for Anglo-American unity, which brought the audience attending the St. George's Society dinner at New York on Saturday to their feet with an outburst of enthusiastic applause, which was renewed when he said: "When a criminal was brought to justice there was usually some over-sentimental person to circulate a petition to get him out." The eloquent Canadian (says the New York correspondent of the *Daily Telegraph*) described the United States and Canada as ideal neighbours, with an unarmed frontier, as a pattern to the world, living peacefully happily side by side. He declared that all ancient feuds between the two countries had disappeared. "Canada will continue to grow and prosper," he said, "while you, in the United States, have enough to keep you busy for the next hundred years."

CANADA AND THE LEAGUE.

Sir George Foster has informed the Dominion House of Commons (says the Montreal correspondent of the *Morning Post*) that an effort is being made to reduce the financial obligations of Canada and other smaller nations in connection with the maintenance of the League of Nations. Canada, on the Postal Union basis, is assessed as a first-class nation and pays accordingly. Mr. Rowell, one of the Canadian delegates at Geneva, has protested against the action of the Barcelona Conference on Communications and Transit in setting up a permanent office, contrary to the decision of the League Assembly. He said that no such body ought to be established unless expressly provided for by the Treaty, and Canada ought not to incur any expense in connection with it.

TRIBUTE TO SIR HAMAR GREENWOOD.

A well-known Winnipeg business man, in a letter to Sir Hamar Greenwood, says:—

"Thousands of your fellow-Canadians are proud to-day that a Canadian should be the man selected before all others to fill probably the most difficult, unpleasant, and dangerous position in British public life. It affords them much greater gratification to find that the Canadian thus chosen is proving himself the man for the job, big and hard though it may be, and proving himself the most capable, determined, and courageous Chief Secretary Ireland has ever had."

"I have always been a strong advocate of the retaining of the Privy Council's jurisdiction over Canadian matters," said Mr. Horace J. Gagne, K.C., of Montreal, on his return to Canada from England, "and that feeling is now stronger than ever, not only because the judges there are the highest type of legal mind in the world, but it would be absurd to belong to the British Empire and cut that link, which is a very logical one."

By 7 votes to 3, the City Council of Victoria decided in favour of holding a conference of business, farming and labour interests of Vancouver Island, to consider the advisability of creating a separate Province, distinct from the mainland of British Columbia. The City Council of Prince Rupert has passed a resolution strongly supporting the proposal for a division of British Columbia and the establishment of a new Province, consolidating Northern British Columbia and the Yukon Territory.

On board the Canadian Pacific liner *Melita*, on her outward passage, was a party of 35 boys, whose ages ranged from 11 to 16 years, from Miss Birt's Sheltering Homes for Orphans, Liverpool. They are going to the Marchmont Home, Belleville, Ontario, this being the 95th party since the institution was opened. Miss Birt states that 97 per cent. of the old boys have now become very successful farmers in the Provinces of the Dominion, and nearly all the boys of 18 have a sum of money in the savings bank.

CORRESPONDENCE.

The views expressed by Correspondents are not necessarily endorsed by the Editor.

RESTORATION OF RHEIMS CATHEDRAL.

To the Editor of CANADA.

SIR,—At the present moment, when the finest specimens of the priceless hangings from Rheims Cathedral have so recently been on view in London at the Victoria and Albert Museum, we feel that a very special effort should be made to help to provide funds for the reconstruction of the home of these famous tapestries and further to cement the alliance of Great Britain and France.

The British Empire Fund towards the Restoration of the Cathedral of Rheims affords an exceptional opportunity for doing this.

If every place of worship of every denomination throughout the Empire would give an offertory, or a portion of an offertory, were it but a few shillings in the case of the poorer congregations, how marvellous an evidence of friendship would be shown towards the French nation, on whom, with ourselves, devolves in a very special manner the solemn duty of maintaining the Peace of the World.

Many deserving appeals are before us, but there is still room for this, which, aiming at a response collectively great though it may be individually small, is widespread as the Empire itself.

The Committee includes representatives of all creeds and opinions, united by the common bonds of friendship for France, gratitude to the Fallen of the Allies, and the desire to give back to the world one of its greatest treasures of art.

The British Empire Fund is part of a world-wide movement, similar committees having been formed by Denmark, Holland, Spain, the U.S.A., and other friendly nations.

Places of worship sending a contribution, however small, will be recorded on the Golden Roll to be deposited in the Cathedral, and the portion of the building reconstructed by the offerings of our people will bear a tablet associating it for ever with our country and the great overseas Dominions.

The Westminster Abbey Offertory Fund has already sent a donation to the British Empire Fund towards the restoration of the martyred sister Church.

Contributions should be sent to the Hon. Secretary, Rheims Cathedral Fund, 30, Regent Street, London, S.W.1, and will be gratefully acknowledged by Mrs. Aubrey Le Blond, who will be happy to give any information desired.—We remain, your obedient servants,

PORTLAND, President.

JAMES ROLL, Lord Mayor of London, Chairman.

THE CANADIAN CATTLE EMBARGO.

To the Editor of CANADA.

SIR,—Referring to "Canadian Cowboy's" letter in this week's issue of *Canada*—as one who has had nearly 20 years' experience of Canadian cattle-raising, I am quite certain that, given a staple and profitable English market, together with sufficient transport, no one can foretell what number of "stores" would be landed here in the course of a year.

I agree that 200,000 would not give employment to 100,000 extra men, although no one can deny that this quantity of cattle would give work to a very much larger number than those already engaged in trades connected with the cattle industry.

Owing to climatic and other causes Canada cannot fatten profitably all the cattle she raises, and is capable of producing; neither can they be fattened as cheaply as Argentine cattle. It would, therefore, pay the producer far better to sell his steers at two years old for export than to keep them on to fatten.

A fundamental fact ignored by your correspondent is that if the surplus cattle come over here in the form of "chilled beef," it will be coming to a market where it must compete with the enormous and adequate supplies from South America and other countries. On the other hand, if the embargo is lifted, stores will come to an almost insatiable market, and free from other overseas competition; also, their good qualities being quickly appreciated, they will soon be in keen demand, and selling at a very remunerative price.

It must also be remembered that the people of these islands do not buy either "chilled" or "frozen" meat because they prefer it; they do so, however, for two reasons:—(1) Because it is cheaper than home-killed, (2) there is not sufficient home-killed to meet their demands. Therefore, as enough beef cattle cannot be bred in this country, the only alternative is to import stores, and the only country to get them from is Canada!

No doubt the "packers" will use every recourse they can to have the embargo retained, being "out" for themselves absolutely, as they always have been. Every Western Canadian knows they have had practically a monopoly of the fat cattle trade since the commencement, and with what result? They

are multi-millionaires, whilst it takes the farmers all their time to keep their cattle account on the right side! So much, then, for the packers' opposition, opinion and advice.

To maintain that the removal of the embargo would do no real permanent good to the Canadian live stock industry betrays lack of experience on the subject. With English farmers taking every "hoof" that could be sent over, and at a price to the Canadian breeder not much below what he has now to accept from the rapacious packers for his fat stock, the removal would immediately act as a powerful and lasting incentive, resulting in an enormous increase of cattle on the Canadian farms and ranges. Consequently, with an open overseas market it would make the Canadian packers pay at least a fair price for the cattle they buy!

With reference to the statement, "the lifting of the embargo would not tend to reduce the price of home-fod beef," it is necessary to take into consideration that the import of beef into this country last year represented 2,000,000 cattle. If, therefore, Canada sent 200,000 stores, they would eventually cause 10 per cent. less beef to be imported. The beef importers, to meet their falling trade, would try to stimulate it by reducing the price, and in sympathy the fresh meat would also become cheaper. However, with lower cost of transport, which is bound to come about before very long, together with cheaper labour, it would not materially lower the profits of the store-breeder.

I would also mention, from my knowledge of Canadian live stock, and as one who has attended a live stock market every week-day for over two years in one of the best cattle counties in England, that at least 60 per cent. of the stores in Western Canada are fit for export to this country. In fact, apart from the pure-bred herds, the cattle of the West compare very favourably with those penned at the English markets, and it is from that part of the Dominion the good stores would come and not from the East, which is given over to dairying.—Yours, faithfully,

H. P. JAKES.

42, Clifton Park Road, Clifton, Bristol.

April 23, 1921.

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ROYAL COLONIAL INSTITUTE.

The Council of the Royal Colonial Institute, in their 52nd annual report, again record an increase in membership. It reached a total of 15,164 on December 31, 1920, as against 14,705 on the same date in 1919. The gross increase was 1,954, but was reduced by deaths and resignations, etc., to a net increase of 459. The average net increase annually for the past seven years (1914-1920) has been 720, and the total net increase 5,638.

During the year there have been elected 585 resident Fellows, 895 non-resident Fellows, 2 affiliated members, 268 Associates, and 1 honorary Fellow, in addition to 208 Associates who have joined the Bristol branch, making a total of 1,954. These figures may be compared with 691 resident Fellows, 744 non-resident Fellows, 2 affiliated members, 404 Associates, 202 Associates of the Bristol branch, and 1 honorary Fellow, or a total of 2,044 in 1919. On December 31, 1920, there were 3,679 resident Fellows, 9,188 non-resident Fellows, 20 affiliated members, 2,256 Associates (including 1,128 in the Bristol branch), and 21 honorary Fellows and Associates, or 15,164 in all, of whom 2,747 have compounded for the annual subscriptions and qualified as life Fellows or life Associates.

Sixty Rhodes Scholars from the Overseas Dominions have been made honorary Fellows during their residence at Oxford.

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CANADA LODGE.

The regular meeting of this Lodge was held at Freemasons' Hall, London, on 25th inst., being the fourth Tuesday in the month. In the unavoidable absence of W.M. Col. L. S. Amery, M.P., his place was taken by the I.P.M., Mr. William Kerr. The Lodge tendered its hearty congratulations to Major Ernest H. Cooper, a P.M., on his promotion to London rank. Sir John Hendrie, late Lieut.-Governor of Ontario, was one of the guests of the evening.

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The Self-help Emigration Society having ceased to exist, the balance of its funds has been transferred to the British Dominions Emigration Society (formerly the East End Emigration Fund), 34, Newark Street, Stepney, London, E.

The King has presented six Royal swans to Mr. G. Corsan, of Toronto. They were despatched under the charge of the Dominion Express Co. by the *Empress of Britain* from Liverpool yesterday, and on arrival in Toronto will be placed in the Botanical Gardens. Each pair of swans will be packed in crates measuring 3 ft. square.

On the library floor of the Canadian Pacific Railway building, 62, Charing Cross, London, an exhibition of pictures by Mr. P. A. Stavnes, R.O.I., taken by him during a tour in China and Japan, together with a fine series of photographs in colour taken in Canada by Miss Olive Edis, F.R.P.S., will be on view from May 2 to May 16 between 10 and 5 p.m. (on Saturdays, 10 to 1).

GRAND TRUNK LEGISLATION.

Government's Conditions for Resumption of Arbitration Mr. Meighen on the Company's Position.

AS briefly mentioned in last week's *Canada*, Mr. Meighen introduced a Bill in the Dominion House of Commons on April 19, the purpose of which is to enable the Government and the Grand Trunk Railway Company to continue the arbitration proceedings on condition that there is "an immediate transfer of possessions and control" of the railway to the Government. In his speech in full report of which is furnished by Reuter's Ottawa correspondent) the Prime Minister declared that the impression that the Government had dealt harshly with the company was due to misapprehension of the facts, and that the company's difficulty was due to unsoundness of the enterprise into which they had themselves deliberately entered.

"On the 9th of the present month," said Mr. Meighen, "the arbitration proceedings established under the agreement made between the Grand Trunk Railway Company and the Government, dated March 8, 1920, ceased, and the power of the arbitrators lapsed. The agreement in question provided that the hearings should be completed and the findings given within nine months from the appointment of the arbitrators, or in such further time as might be approved by

them underbought certain defined responsibilities. The Grand Trunk undertook certain other defined responsibilities. I say first of all, that the Dominion has carried through faithfully and scrupulously every responsibility into which it entered. The Dominion has done more and vastly more. In addition to the construction of the Transcontinental Railway from Montreal to Winnipeg, which cost about \$170,000,000 exclusive of interest, in addition to the guarantee of bonds on the prairie and mountain sections as the agreement provided, and to the payment of interest without recourse on the Transcontinental and on the mountain sections of the Grand Trunk Pacific, as the agreement provided, in addition to the payment of all guarantees and of every other obligation which the country covenanted to discharge, it has sought by every means in its power to make possible the success of the enterprise, and has from time to time rendered assistance on an enormous scale, in hope that the other parties to the contract would ultimately make the venture pay.

I mention the following as assistance rendered by the Dominion beyond all contract obligations. First, in the year 1909 a loan of \$10,000,000 was made to the Grand Trunk Pacific on a Grand Trunk guarantee. Second, in 1913, a loan of \$15,000,000 was made to the Grand Trunk Pacific on a Grand Trunk guarantee. Third, in 1914, the bonds of the Grand Trunk Pacific were guaranteed by the Government for purposes of completion of the system without recourse to the Grand Trunk up to \$16,000,000. This was distinctly a Grand Trunk obligation under contract. Fourth, subsequently in 1916, 1917 and 1918, cash loans were authorised by Parliament, and were advanced to the Grand Trunk Pacific to amounts of \$7,081,000, \$5,038,000, and \$7,171,000 respectively.

Grand Trunk and Grand Trunk Pacific.

"The Grand Trunk Pacific Railway had agreed to operate the Transcontinental. It failed, indeed it was utterly unable to do so, and the Government has been compelled to operate this line at many millions annual loss on the operating account alone. Early in 1919, on six days' notice, the Grand Trunk Pacific informed us that they would cease to operate the railway. The Government has been compelled since to provide for the operation of this road under a receivership, and has had to advance to the receiver some \$26,607,000 for the purpose of operation and fixed charges. For the Grand Trunk itself, the Government has since the summer of 1919 advanced various sums in order to keep the system intact, and enable it to continue, which sums aggregate in all approximately \$47,000,000. The great part of this has been advanced since the execution of the agreement for the acquisition of the Grand Trunk Railway. It is a fact that the total of the amounts advanced by way of assistance to the Grand Trunk and Grand Trunk Pacific Companies, inclusive of interest unpaid, amounts in the case of the Grand Trunk to approximately \$77,297,000, of which all but \$15,000,000 is due, and in the case of the Grand Trunk Pacific to \$62,400,000, of which the entire amount is due. The Government has as well guaranteed the obligations of the Grand Trunk to the extent of \$25,000,000. It is very difficult to argue in the face of this recital that the Government of Canada has at any time dealt harshly towards the Grand Trunk shareholders or the Grand Trunk enterprises.

Maintaining the Integrity of the System.

"Had the Grand Trunk been in a position in 1919 to continue the operations of its system and to discharge its obligations without the necessity of continuous demands for further assistance, it is doubtful, indeed, whether negotiations for the acquirement of the system would have been entertained or consummated. There were strong reasons, from the standpoint of Canada, why the integrity of the system should be maintained. Those reasons still exist. There were strong reasons as well for believing that the system, which is essentially an Eastern Canadian system, could be best operated as part of what had become the Canadian National system, which is essentially a Western Canadian system. These reasons also still exist. But, aside from both these considerations, there is the irremovable fact that the Grand Trunk was admittedly incapable of continuing operations and of taking care of its liabilities without heavy demands upon the Dominion Treasury added to, and, indeed, probably exceeding, in their burden those that the Dominion had for so many years sustained. That this latter consideration was a primary factor in determining the course of Parliament there can be no doubt whatever. The Grand Trunk should not forget this element of the case.

"It must be remembered that by the terms of the agreement of March 8, 1920, there was no binding obligation upon the Government to finance Grand Trunk operations. The Govern-



THE GRAND TRUNK RAILWAY STATION, OTTAWA.

the Governor-in-Council. For reasons which I have already given briefly to Parliament, and which appear more fully in correspondence filed on April 6, the Government refused to assent, except on certain stipulated conditions, to any extension of time. The purpose of the Bill which I now beg leave to introduce is to enable the Government and the company to continue the arbitration on conditions which the Bill itself specifically provides. Should this legislation meet with the approval of Parliament, and should the company decide to avail itself of the offer embodied therein, it will be enabled to have the board of arbitration reconstituted, upon arranging definitely and effectively for the immediate transfer of possession and control to the Government of the property purchased, the proceedings thereafter to follow the intent of the original agreement.

Attitude of the Government.

The decision of the Government not to extend the time of arbitration, except upon terms of immediate possession and control, which terms are fairly translated into the present measure, has apparently been met on the part of certain shareholders and others in England with some resentment. There seems to have been an effort made to spread the impression that this country through its Government is dealing harshly with investors in this, one of the first of our big Canadian enterprises. I am convinced, and I think the House is convinced, that no such spirit has animated or controlled the negotiations or legislation or the conduct of the Dominion generally in relation to the Grand Trunk, and that any impression that may have spread to the contrary is due to a failure to realise the facts.

"I therefore propose to review briefly the history of our relations with the Grand Trunk and with the various Grand Trunk ventures in Canada. I need go back only to the years 1903 and 1904, because from that period dates the commencement of the policy which has borne for this country through several years past much bitter fruit, and has brought to the Grand Trunk itself something very close to disaster. I have been convinced for some time and am now convinced that the inability on the part of many Grand Trunk shareholders, and of some people in the Old Land, to appreciate the fairness with which this country has dealt with them, arises from a failure to grasp the fact, or rather a determination not to grasp the fact, that their present position is due to the unsoundness of the enterprise into which they themselves deliberately entered.

"By the terms of the 1903-4 contracts, which contracts contain the whole of the agreement and the mutual obligations entered into by the Grand Trunk and by Canada, the Domi-

ment assisted in such financing and Parliament authorised the assistance in order that the Grand Trunk might continue to operate and render the essential service that it does render as a transportation system, and be held together as a transportation unit. The importance of maintaining the integrity of the Grand Trunk system and preventing its disintegration and dissipation into parts and pieces appeals to everyone who carefully studies the question, and, indeed, can scarcely be overrated.

"The Government has been called on since the agreement was executed to finance the Grand Trunk in very large amounts. This was primarily a Grand Trunk obligation. While this was being done we were convinced that the arbitration proceedings were advancing very slowly indeed. The Grand Trunk has been aware, since the fall of 1919, that such proceedings were pending, and at least from the early spring of 1920 was undoubtedly preparing its case. It pressed for a physical examination of the system by arbitrators and counsel. This caused a delay of questionable necessity. The Government, on the other hand, was not able to obtain access to the necessary evidence until the late spring of 1920.

"Notwithstanding this, when the Arbitration Board met on November 1 the Government had completed its physical examination of the properties and made a comprehensive analysis of the Grand Trunk accounts and financial status and was ready to proceed. The Grand Trunk was not. Again,



THE HIGHLAND INN, CACHE LAKE, ON THE C.T.R.

when the Board met on February 1 the financial statements of the Grand Trunk had not yet been produced. Meantime, in the month of December, 1920, the Government, feeling that the arbitration was not proceeding with sufficient expedition, notified the Grand Trunk through Mr. Kelley of its dissatisfaction, and urged the utmost expedition in the conduct of the arbitration. Again, on January 13, a meeting was called at my instance of the Grand Trunk officers and counsel and of the Government officials and counsel. At that meeting a thorough discussion was had as to the cause of the delay and steps for a more rapid prosecution of the work. Thereupon the Grand Trunk was definitely informed that the Government was not satisfied with the progress being made by the Grand Trunk in the conduct of the arbitration, especially in the face of the heavy demands on the Government for finance and it was advised that it must not rely upon any extension of the time of arbitration.

Attitude of the Board.

"On February 7, as the correspondence discloses, the Grand Trunk was informed of the Government's position as regards extension, and requested to consent to legislation providing for Government possession upon the termination of the original arbitration period of April 8. This condition was, therefore, at that time clearly made known to the Grand Trunk. They had, therefore, ample time to secure the consideration of the shareholders on the question of possession, but instead of even attempting to do so, they distinctly refused to meet the Government's request. Again, on March 19, in sufficient time for a meeting of shareholders to be held, the company were advised by cable that the Government could not extend the period of arbitration except upon terms of immediate transfer of management and control of the railway. On March 22 Sir Alfred Smithers cabled refusing assent. Further correspondence ensued, and it was not until April 1 that Sir Alfred Smithers intimated that there was any possibility of the company acceding to the condition required by the Government. This intimation was immediately followed by objections of the Grand Trunk authorities that they had not authority to transfer possession without the consent of the shareholders. It is, therefore, idle to maintain that the Government requested from the directors something they were not capable of performing because they were given abundance of time to secure the judgment of the shareholders upon the proposal if they had not about to do so.

"It is the opinion of the Government," concluded Mr. Meighan, "that there is no further need whatever of the Grand Trunk remaining in possession and, further, that it is wholly unreasonable that they should insist on doing so while the financing of the property is virtually placed on the shoulders of this country. They have had abundance of time to secure their evidence, and no doubt have secured it. If the Grand Trunk, as a Government property, is to be operated

to advantage, it must be operated in full unison and concert with the Canadian national railways. They should no longer be operated in any degree as distinct systems, but as one system. This advantage the Dominion is entitled to now, and, in the judgment of the Government, the Grand Trunk authorities are entirely without justification in seeking to withhold it.

"By the present measure, the Government asks Parliament to support the stand taken by the administration. We believe that the shareholders should not be finally denied the reconstitution of the Arbitration Board until an opportunity is given to meet the conditions required. By the present measure Parliament will give them this opportunity in clear and definite language, and will give sufficient time to enable them to meet and decide. It seems to me clearly a case, not for further negotiation with the company, but for a square and final statement of what must be done, with reasonable opportunity to accept or reject. That is the purport of the Bill which I now submit for the judgment of Parliament."

Subsequent Progress.

A second reading was given to the Grand Trunk Railway Arbitration Bill on April 22 without a division being taken.

The Prime Minister said the Government stood ready to take over the Grand Trunk Railway, but regard must be had for the underlying securities, and the Government would use all the means in its power to treat the holders in a fair and just manner.

Mr. D. D. Mackenzie (member for the Cape Breton Division) doubted (says Reuter's Ottawa correspondent) if Parliament had the power to legislate regarding that part of the Grand Trunk system lying outside Canada. When the Government finally secured possession of the road \$200,000,000 to \$300,000,000 would be required to put it into proper shape.

The Bill passed through the Committee stage on the same day, and the third reading was taken on Tuesday.

GRAND TRUNK BOARD AND THE BILL.

Mr. H. Deer, secretary of the Grand Trunk Railway Co., informs us that the following cable message was sent on April 21, after the Board meeting, to the Grand Trunk counsel at Montreal, to be handed to the Prime Minister at Ottawa:—

"Board considered Bill introduced by Premier on April 19, text of which was to-day received by cable. The Board is of opinion that, provided an agreement satisfactory in form can be arranged, assuring enough time to bring arbitration proceedings to final award, the plan outlined in Bill forms an acceptable solution of present difficult position, and that it is in interests of all parties to endeavour to carry it into effect."

A special general meeting of shareholders of the Grand Trunk Railway is to be held at the Cannon Street Hotel, London, E.C., on May 12, at 11.30 a.m., to consider and, if approved, to authorise the proposed agreement with the Canadian Government, under which the present directors are to resign office, appointing nominees of the Canadian Government in their stead; and for the purpose of constituting the present directors a committee to represent the shareholders in the arbitration.

(The terms of the Grand Trunk Bill will be found on page 140, and other railway news on that page and page 144.)

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SINN FEIN'S BAN ON EMIGRATION.

A proclamation issued by Dail Eireann decrees that no citizen of the Republic shall leave Ireland without the permission of the proper authority; that henceforth shipping and emigration agents shall not accept passage money from, or issue tickets or vouchers to, or otherwise deal with, any intending emigrants from Ireland, save such persons as shall produce a printed permit signed by the Minister for Home Affairs and sealed with the seal of the Republic; and that any persons offending against this regulation shall be deemed guilty of a grave offence against the welfare of the State in time of war, and shall be dealt with accordingly.

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OBITUARY.

At Montreal.—Mr. George McGowan (52), for 35 years connected with Messrs. Caverhill, Learmont & Co.

At Toronto.—Mr. Frank I. Somers, a well-known financial broker, formerly of Beaton, Ont.

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The Engineering Institute of Canada has awarded to Professor Alfred Stansfield, of McGill University, the Plummer Medal, presented by Mr. J. H. Plummer, "for the best paper in each year on a metallurgical or chemical subject."

Dr. Jeffs, of the Department of Public Health, Ottawa, is now attached to the office of the Superintendent of Emigration for Canada, 1, Regent Street, London, S.W.1, to oversee the arrangements that have been made for the medical inspection of European emigrants at the ports of embarkation.

A CANADIAN NOVELIST AND HIS BOOK.

Arthur Beverley Baxter's "The Parts Men Play"—America's Position in the War

BY his recently published first novel, "The Parts Men Play," a young Canadian writer, Arthur Beverley Baxter, has attracted widespread attention on both sides of the Atlantic, and made a place in the realm of fiction which may be regarded as a stepping stone to further success.

Mr. Baxter was born in Toronto about 30 years ago. His first inclinations were towards music and art, and he took lessons in singing with a view to making it his profession. He soon gave up the idea, however, and started writing plays, at the same time making an appearance as conductor of the Toronto Musical and Dramatic Society. Then he took to writing short stories, but his first twenty were all rejected by various periodicals before "The Mad Hatter" was published in *Macdonald's Magazine*. When the war broke out, he came overseas with

the Canadian Forces, in which he served for four years. While in hospital in France in the summer of 1918, he wrote another short story, "Mr. Craig House of New York. Satirist," which was published in *Chambers's Journal*, as were also, a little later, several other stories. These were afterwards published in book form under the title of one of them, "The Blower of Bubbles"—all of them being marked by a refreshing tenderness and whimsicality of touch.

Becoming attached to the Canadian War Records Office in London towards the end of the war, Mr. Baxter attracted the attention of Lord Beaverbrook. This resulted in his appointment, shortly after he had returned to Canada, as literary editor of the *Daily Express*, a post which he has just exchanged for that of assistant editor of the *Sunday Express*. This newspaper experience has resulted in the publication of a little volume composed of "The End of the Story" and other leaderettes from the *Daily Express*—unpretentious little homilies containing a good deal of practical, if unpretentious, philosophy.

The American Temperament.

"The Parts Men Play" (London and Edinburgh: W. & R. Chambers, Ltd.) is a novel with a romantic plot and a purpose as well. That purpose is to show the attitude towards the war of the United States of America, and, as far as possible, to give some explanation of it. His reason for writing the book and his views on the topic with which it deals were given by Mr. Baxter last week at a gathering of the English-Speaking Union.

In Mr. Baxter's view, the idea upon which most people base their efforts to foster Anglo-American friendship is quite erroneous. They speak of British and Americans as being the same kind of people, whereas they are as fundamentally different as the English and the French. We hardly expect the French to do things just the same as we do, and do not resent the fact that they do not; but we are inclined to get angry with the Americans if they do not act the same as ourselves—forgetting that, while we are working towards the same common end, the Americans are temperamentally and psychologically different from us. It was mainly to bring out this clash of temperament that Mr. Baxter wrote "The Parts Men Play." The hero, Arthur Selwyn, the American author, sees practically everything contrariwise to the English among whom he finds himself at the outbreak of the war; and yet, as it turns out, fundamentally, he and his English friends were aiming at the same spiritual ideals.

Another contention which Mr. Baxter put before the English-Speaking Union was that a grievous blunder was

committed at the Peace Conference, in trying to get its own pound of flesh from German—ships of coal, ships, etc. The Allies have been much better advised and would have shown greater fore-sight and breadth of vision had they taken a more humane attitude and one which did not run counter to economic laws. At the end of the war the horror of it was so great that if a real effort had been made, unhampered by national selfishness, to bring in a "new age," the world would have responded to it and we should not have been in the state of confusion and mutual suspicion in which we are to-day.

This idealistic point of view is essentially that of Selwyn, who is first made to realise the radical difference between himself and the English, as represented by Elise D., when the declaration of war comes. In it he sees an opportunity for the whole world of women to rise in a body and denounce the inhuman, insufferable wrong of war—only to be denounced by Elise as "a poor, blind American," and told that the revolution against convention that was to come had only one object—to help Britain and the men of Britain to fight. Selwyn's idealism—often quixotic, as so much idealism is—drives him to propagandism in denunciation of the war and in defence of American neutrality. His article, not unexpectedly, cannot find publication in England, but they are eagerly—if sometimes critically—accepted and read in his native country. Selwyn's idealism and self-absorption are rudely shattered in an air-raid on London, in which he is wounded; and the disillusionment is completed when, on returning to New York, he finds that his writings have been used by pro-German agents for their own ends. The turning point comes at a gathering of ex-Harvard men, at which there is some plain-speaking by a returned officer and a member of the Diplomatic Service, followed by the announcement that at last war has come for them. Then the way becomes absolutely clear that leads Selwyn to the fighting area.

America's Destiny and Duty.

In the concluding passages of the book—which Mr. Baxter read to his audience the other day—Selwyn writes a message "To My Unborn Son," in which he calls upon him to know and remember the truth—"Civilisation has murdered ten million men." Here are some of the sentences from his message:—

"Less than any other nation, America is to be blamed for the war. Her life was separate from the older world, and the spoils of victory made no appeal. Yet this great Republic, born of man's desire for freedom, remained silent even when the whole world saw that the war was one of Justice against Evil. Men like myself were blind, and fed the flames of ignorance with ignorance. Others knew we were not ready, and called upon us to prepare; and others made great fortunes while Youth went to its Cross.

"Month after month passed by, and Britain and her Allies fought Humanity's fight; and the murder of men went on.

"At last we came of age, and our young men stormed across the seas, not to save America—for we had nothing to fear—but to rid the world of an intolerable curse. Look fearlessly at the truth, but do not forget that when we went it was for an ideal—just as years before, when North and South fought the issue of preserving the Union, the impulse that drove our fathers on to their deaths was their soul's demand of freedom for the negro. By her delay was America defamed; by the spirit of her coming was she great.

"The war is over. America is debtor to the world. Remember this, my son, with both humility and pride—humility that it is so, pride that we yet can pay.

"We must repay. Our destiny is clear, and no people can thwart its destiny without the greatest danger. Our duty is to restore. Whatever our resources, in things material or of the spirit, this generation and yours and the generation to follow must give unsparingly. Our minds and hearts must turn to Europe, for only in service to mankind can America fulfil that for which she was created.

Canadian as Interpreter

In a judicious "foreword" to "The Parts Men Play" Lord Beaverbrook commends the book of his countryman, not only for its literary vitality, but for the freshness of outlook with which the author handles Anglo-American susceptibilities. As he says: "A Canadian lives in a kind of limbo house between Britain and the United States. He stands Canada by right of birth; he can sympathise with the American spirit through the closest knowledge born of contiguity; his history makes him understand Britain and



MR. A. BEVERLEY BAXTER.

the British Empire. He is, therefore, a national interpreter between the two sundered portions of the race."

"The Parts Men Play" is calculated to give an insight into not only American temperament, but also British mentality. Mr. Baxter, as a newcomer, has a keen eye for the defects as well as the merits of the people of the Old Country, and these he touches off with a deftness that, even when most biting, is devoid of offence. As we have said, there is plenty of the romantic element in the story, the long arm of coincidence playing a conspicuous part. It shows Mr. Baxter to have a distinct gift for narrative and the creation of character, as well as a command of flexible English. Since it was first published, it has evoked a series of reviews which must have been gratifying to the author and his fellow-Canadians, who will hope that he will not allow absorption in journalism to keep him from novel-writing.

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GREAT WAR VETERANS' ASSOCIATION: Reunion Dinner of United Kingdom Branch.

The second annual reunion dinner of the Great War Veterans' Association (United Kingdom Branch) was held last Saturday at the Holborn Restaurant, London.

Owing to the fact that many Comrades had, since last year, returned to Canada, the attendance was slightly smaller than was anticipated. Mr. F. W. Taylor, President of the Branch, was in the chair, and among those present were Lieut.-Col. J. Obed Smith, Capt. H. B. Pickup, Mr. C. A. Donovan, and the Rev. Dr. MacGowan (Holy Trinity, Kingsway).

Before the first toast was drunk, Mr. Donovan rose, and said that he wished to give the widest publicity to the fact that certain statements made by a Montreal newspaper, to the effect that there were still many Canadian soldiers starving in London, were utterly unfounded; and to pay a tribute to the care taken of their interests by the High Commissioner, Capt. Pickup, Col. Obed Smith, and other officials.

In proposing the toast of "The Dominion of Canada," Capt. Pickup remarked that there was no need to call attention to Canada's vast natural resources or her military prowess in the face of the number of applications to return to Canada from Canadians who had determined to make their permanent home in England, which proved that Canada was still good enough for the Canadian. Though the returned soldiers had not received all they asked for, yet they had received a very great deal. The Canadian Government, besides enabling ex-soldiers to settle on the land, had advanced as much as \$5,000 to enable a man to start business in Canada. Canada led in the matter of pensions, the gratuity to those who were 100 per cent. disabled, and who had wives and children, being higher than that of any other country in the world. In the first year after the Armistice 50,000 dependents of returned soldiers had been sent back to Canada free of charge. Unlike the Australian Government, that of Canada had promised an amount to be spent on relief work in England. He (Capt. Pickup) had found work in England for many, and he was out to give every man a chance, but if the man would not take that chance he was through with him. The men who were causing the trouble were those who refused to work, and there were no Canadian ex-service men starving in London. On the subject of repatriation, Capt. Pickup went on to say that two requirements were asked of those who wished to return to Canada: First, that they had work to go to, for starvation was as bad in Canada as over here; and, secondly, a promise to repay their passage as soon as practicable. He was only too anxious to support any rational claim, but this claim must go before the bar of public opinion in Canada. Capt. Pickup paid a tribute to the services of Mr. A. E. Ross, the secretary of the Branch, in connection with his work.

Dr. MacGowan, in proposing the toast of "The Motherland," remarked that the Motherland and the British Empire were one and the same thing. The Empire was a late stage in the development of human society, and the old Roman idea of the Colonies as being merely profitable dependencies was given up when we lost the United States. The Motherland was an emissary of higher ideals concerning its Colonies than any other country in the world.

Mr. Donovan then gave the toast of "Our Immortal Dead," which was drunk in silence.

In proposing the toast of "The British Empire," Lieut.-Col. Obed Smith said that the Association owed it to the gallant dead to help in the task of Reconstruction. The crying need of the moment was the abolition of war, and to this end 74 per cent. of the world's population, not including that of the U.S.A. or Russia, had agreed to band themselves together into a League of Nations. Many great problems would have to be discussed, such as inter-communication, reduction of armaments, the mandatory territories, liquor traffic, weights and measures, emigration, international labour conferences, prevention of war, and it was part of the constitution of the G.W.V.A. that there should be something done to impress upon the public that this was the great opportunity to make a League of Nations. The British Empire had always stood for

peace and liberty, and if this end could be consummated that peace and liberty would not have existed in vain.

The Chairman then proposed "The G.W.V.A. of Canada." He reminded them that it was St. George's Day and the anniversary of the Second Battle of Ypres, at which the Canadians had withstood every German attack and, all unprepared, the deadly vapours of poison gas. This was the third year of the Association's organisation in the United Kingdom, and there were at present 1,542 members. During the past year 58 of these had definitely acknowledged that they were successfully established in situations found for them by the G.W.V.A., and he was certain that a great many others, whom they had sent to jobs, had succeeded in getting them, though they had not reported back again to this effect.

Mr. W. F. Farmer proposed "The Canadian Forces."

During the course of the evening Capt. Pickup, on behalf of the Association, presented Mr. C. A. Donovan, the retiring President, with a case of pipes and a card of life-membership, while the company sang "For He's a Jolly Good Fellow."

Two songs by Comrade W. Evans and a song and amusing recitation by Comrade H. W. Duxbury added to the enjoyment of a successful evening.

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DEVELOPMENT OF THE WEST.

Colonel J. S. Dennis on the Importance of Settlement.

The sittings of the Grand Trunk Arbitration Board in Montreal were varied by the examination of Col. J. S. Dennis, of the Canadian Pacific Railway.

Called as a witness to the history of the Canadian West, Col. Dennis—who, perhaps, has a wider and more personal knowledge of its growth and development than any other man—described graphically the changes that have taken place in that great territory from the time when, as a young man, in 1872, he first went West, in the employ of the Department of the Interior, until the present day—its early settlement and struggles, the method of land survey, first transportation lines, its agricultural beginnings, commercial extensions, mineral resources, etc.

In telling of the development of the West, Col. Dennis gave figures showing the increase in population for various periods; the growth of bank clearings at principal points; the increase in elevator capacity; the total land acreage and the acreage under cultivation; the land tributary to existing railway lines available for settlement; the suitability of land for settlement; the growth of the railways; a description of the Peace River country; the amount of grain produced; the value of a settler to the railroads and the country; irrigation development and extension; mineral output; and the prospect of the Alberta oilfields.

The Outlook for the Future.

Before cross-examination by the Government counsel, and after a brief description of the proposed work of the Western Canada Colonisation Company, the witness was asked to give his opinion of the outlook for future development of Western Canada.

"Very briefly, then," said Col. Dennis, "my opinion with regard to the development of the Western Prairie Provinces is conditioned on one fact only. We have, as I have shown, at the present time, 32 million acres of land being cultivated and made productive. We have adjacent to the railway lines that serve that present productive area, an area equally large that is absolutely unproductive. If in the near future we can make these 32 million acres of land that lie within 15 miles of existing railway productive of settlement it is a fair estimate that it will more than double the productiveness of the country, because, if the 32 million acres that we now have under cultivation produce the traffic we have at present, the colonisation of the additional 32 million acres will produce a great deal more than a similar amount."

"Now," he continued, "whether we can colonise it or not depends upon the Government. If the Government, in view of the present railway situation, are going to impose restrictions with regard to colonisation, of course that means a lengthened time within which development can be carried out. Assuming, as is suggested, that we have the door open to the character of colonisation which has brought about the settlement of the 32 million acres and the development of that country from what it was 49 years ago to what it is to-day, which resulted wholly and solely from the settlement of the country—there was nothing else which brought about this development—my opinion is that a very rapid development can be produced within the next few years, and the future of the Grand Trunk Pacific absolutely depends upon it."

"To sum up, I will say that if all interests take hold of the matter intelligently and aggressively, and the Government will consider the interests of the National Railways, and not bar the door, it is my opinion that we shall have a very marked movement of people to Western Canada, in fact, I will be disappointed if our immigration does not double within the next five years."

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Eleven persons in Canada paid income tax on incomes of \$200,000 or over during the year ended March 31, 1926.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication

Sir Hamar Greenwood had audience of the King on April 22 at Buckingham Palace.

Lady Rachel Cavendish has arrived in England from Government House, Ottawa, and is staying with her sister, Lady Dorothy Macmillan, at 14, Chester Square, London.

Sir George Perley was among those present on Monday at the Anzac Day luncheon in the Connaught Rooms, at which Mr. Winston Churchill, the Colonial Secretary, was the principal guest.

Col. Pelletier, Agent-General for Quebec, is making excellent progress towards recovery, and is now able to leave his room.

Sir Frederick Orr-Lewis and Miss Helen Orr-Lewis left for Montreal yesterday by the R.M.S. *Empress of Britain*.

Mr. and Mrs. E. S. Jaques, of Montreal, are at the Hotel Victoria.

Mr. and Mrs. F. Hamilton Russell, of Toronto, are at the Hyde Park Hotel.

Miss Macarow and Mrs. Pulitzer are expected from the Riviera next month, and will spend some time in England before returning to Canada.

Lady Stratheona, who is at present in Canada, will return to London early in June.

Sir George and Lady Parkin and Mr. and Mrs. W. G. Playfair were among the departures for Canada by the R.M.S. *McGowan* on April 22.

Lt.-Gen. Sir Richard E. W. Turner, V.C., and Lady Turner, of Quebec, have returned there from a trip to the Bahamas.

The Hon. E. F. L. Wood, M.P., Parliamentary Under-Secretary of State for the Colonies, has appointed Major W. P. Colfox, M.C., M.P., as his Parliamentary Private Secretary.

Mr. W. Rupert Davies, chairman of the Canadian Weekly Newspapers Association, was on Tuesday entertained at a luncheon at the Holborn Restaurant jointly by the Newspaper Society and the Empire Press Union. Mr. Valentine Knapp, president of the Newspaper Society, occupied the chair.

Mr. Lowther, who retired from the Speakership of the Imperial House of Commons on Tuesday, will, as at present arranged, sail for Canada by the Canadian Pacific liner *Empress of France* on May 11. He will be accompanied by Mrs. and Miss Lowther, and Sir Howard d'Egville, secretary of the U.K. Branch of the Empire Parliamentary Association. The replica of the Speaker's Chair, which he is to present to the Canadian House of Commons probably on May 23—has been shipped by the C.G.M.M. *Canadian Builder*.

In January last there was formed in Montreal an organisation which promises to play an important part in politics. It is the Women's National Liberal-Conservative Association, which has already a membership of 600, composed of all sections of the island of Montreal, both



MRS. HENRY JOSEPH.

English-speaking and French-speaking. The President is Mrs. Henry Joseph, who possesses a strong personality and is an able speaker. The grasp which she has shown of political questions has led to a suggestion that her presence at Ottawa would be exceedingly useful. Mrs. Joseph is a daughter of Col. Walkem, of Kingston, and a cousin of Lady Beaverbrook.

Before an immense congregation at St. Paul's Church last Sunday morning Archdeacon Cody announced his decision to decline the Archbishopric of Melbourne. It is understood (says the Toronto correspondent of the *Times*) that in a cable to Melbourne he expresses himself deeply sensible of the honour and dignity of the position offered to him, but conceives it to be his duty at present to remain in Canada. A remarkable appeal was made to the Archdeacon by the Press not to leave Canada, and nearly every Bishop of the Canadian Church and many leaders of other denominations expressed, in personal letters or public addresses, the hope that he would not be persuaded that it was his duty to go to Australia.

Mr. E. T. Scammell, who is leaving for Canada by the *Tunisian* on May 11, in order to take up residence in Toronto with his daughter, is being given a farewell luncheon by the Royal Colonial Institute, of whose House and Social Committee he has been hon. secretary for some time, at Gatti's Restaurant, on Wednesday, May 4.

Mr. C. Keith Martin has been a member of the Society of Arts.

Mr. Thomas G. McCloskey (Toronto), Capt. Macdonald Marling (Vancouver), and Mr. N. M. Stewart (St. John's, Newfoundland) have become Fellows Royal Colonial Institute.

Among the passengers on *Imperial* last Wednesday was Major General Garnet Hughes (C.B., C.M., D.S.O.) who has been called to Canada by the illness of his father, Sir Sir Hughes. His little son Sir Sam has come along, who is seven years old, accompanying him. General Hughes expects to return in about six weeks time.

ENGAGEMENTS AND MARRIAGES

The Prince of Wales was present at a large congregation at St. Margaret, Westminster, on April 22 at the marriage of the Earl of Dalkouth (formerly A.D.C. to the Governor-General of Canada) eldest son of the Duke and Duchess of Buccleuch, and Miss Mollie Lauchlan, elder daughter of the late Major W. F. Lascelles and Lady Sybil Lascelles, at granddaughter of the late Sir Frank Lascelles.

At Trinity Church, Ottawa South, Gladys Annie, only daughter of Mr. John Henry Nicholas, solicitor, of Chelmsford, England, was married to George Drillo Scott, son of Mr. Charles Scott, of the Finance Department. The bridegroom served overseas with the First Division, and is ranching near Vanderhoof, B.C.

At St. Mary's Church, Oak Bay, B.C., the marriage took place of Ethel Millicent fifth daughter of Mr. and Mrs. E. C. B. Bagshawe, of Victoria, and Mr. Dennah Greene, of Vancouver. The bridegroom was an "original" of the 16th Canadian Scottish Battalion, C.E.F., holding a commission as lieutenant and winning the Military Cross. He was supported by Mr. Frank L. Hill, late of the 16th Battalion. The bride was an enthusiastic war-worker.

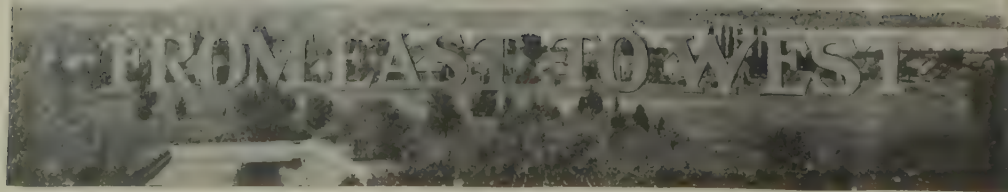
Mrs. Alfred Griffith, Mountain Street, Montreal, announces the marriage of her daughter, Gladys Myra, to Mr. Ernest Bruce McLaren, of Westmount, son of Mr. Robert McLaren, of Ottawa, formerly of Montreal. The marriage took place on April 20.

A marriage will shortly take place in Shanghai between Capt. Ronald Darg Gillespie, late 3rd Gordon Highlanders, sixth son of Mr. and Mrs. George Gillespie, of Highwood, Victoria, B.C., and Kathleen, third daughter of Dr. and Mrs. F. B. Little, of The Orchards, Aylsham, Norfolk.

The marriage of Miss Betty Gordon, daughter of the late Dr. C. M. Gordon and Mrs. Gordon, of Ottawa, to Mr. J. C. Anderson, took place on April 23 at the residence of Mr. and Mrs. D. Ross Kerr, 30, Bellevue Avenue, Westmount.

The marriage took place at St. Mary's Cathedral, Halifax, N.S., on April 21, of Miss Mary C. Kenney, daughter of Mrs. Kenney and the late Mr. Kenney, Halifax, N.S., to Major W. G. Hagarty D.S.O., son of Mr. and Mrs. Hagarty Chestnut Park, Toronto.

Miss Rachel Bell, daughter of Mr. and Mrs. William Kerr, Toronto, was married to Mr. Alexander Leslie Goderham on April 20 at Rosedale Presbyterian Church.



ONTARIO



PROVINCE.

TORONTO.—Fire losses in Canada in March aggregated \$2,112,200, as compared with \$1,793,200 in March, 1920. This makes a total of \$7,085,600 for the first three months of 1921, compared with \$6,326,625 for the same period in 1920.

After being on strike for a fortnight, workers in Toronto packing-houses have returned, accepting a 12½ per cent. reduction of wages.

Thirty-three mills on the dollar is the tax rate finally struck by Toronto Board of Control. Last year's rate was 30½ mills.

Mr. George Ross, for many years chief superintendent of the Western Division of the Postal Service, with headquarters at the General Post Office here, has been appointed to the newly created post of general superintendent of the Postal Service branch at Ottawa.

HAMILTON.—A year's agreement has been signed between the Hamilton Street Railway Co. and its employees, under which the scale of wages, running from 38 to 52 cents an hour, will remain in force; the agreement providing that either party, by giving 30 days' notice, may apply to have the scale changed.

NIAGARA-ON-THE-LAKE.—This place is to have a basket factory owned by a company of fruit-growers, who are determined henceforth not to be any longer handicapped by failure to get baskets in which to ship their fruit.

PARRY SOUND.—On April 7 navigation on Georgian Bay was opened by the arrival here of a steamer tanker and barge owned by the Imperial Oil Co. The tanker carried almost 236,000 gallons of coal oil and the barge over 242,000 gallons of gasoline, to be pumped into tanks here.

PORT ARTHUR.—On April 8 the s.s. *Sir Thomas Shaughnessy*, the first boat of the season to pass the Soo from the lower lakes, arrived here, and will load grain.

The iron-ore properties at Atikokan, one of the largest iron-ore areas in Canada, have been acquired by Mr. K. Quinn, of Duluth, U.S., for \$1,500,000. The mines are situated on the Canadian National Railway line, 130 miles West of Port Arthur, and the deal includes blast furnaces there. Mining operations, suspended for some years on account of unfavourable market conditions, are to be resumed.

QUEBEC



PROVINCE.

QUEBEC.—Officers of the Provincial Department of Agriculture are organising the first four demonstration farms being established by the Provincial Government. The farms are located as follows:—At Notre Dame du Lac, Temiscouata; at St. Pamphile, l'Islet; at Victoriaville; at Habasque; and at St. Anne des Plaines, Terrebonne. Mr. Leo Brown is the director of these farms.

MONTREAL. Mr. Justice MacLennan has fixed May 18 for the trial in which Lord Atholstan is suing Messrs. Tarte and La Patrie Publishing Co. for \$50,000 and interest, alleged to be due on two promissory notes.

The newly-formed Montreal Press Club will have a permanent home in future at 460, Phillips Place, a three-storey stone building with 14 large and handsome rooms, obtained on a two-year lease at a monthly rental of \$216.

The construction of the new biological building of McGill has been commenced. The old building was burnt on April 16, 1907.

The Morgan Realities Co. has purchased properties bearing the civic numbers 422 and 423, Union Avenue, including what is known as the Havelock Building and the McCallum properties, Union Avenue. These transfers give the Henry Morgan and Co., Ltd., possession of the entire Phillips Square

block, bounded by St. Catherine Union Avenue, Aylmer and Burnside Streets.

FARNHAM.—A syndicate of farmers have purchased the building formerly occupied by the Allied Tobacco Planters and Growers' Company and are starting a tobacco sorting station under the name of the La Co-operative de Tabac des Compagnies du Sud.

NEW



BRUNSWICK.

FREDERICTON.—The New Brunswick Teachers' Association Executive have adopted a new schedule of salaries for 1921-22, which will average about 15 per cent. more than the present schedule.

At the concluding session of the New Brunswick Fruit Growers' Association the following officers were elected:—President, Mr. W. B. Gilman, Springhill; vice-president, Mr. B. F. Peters, Queenstown; secretary, Mr. A. G. Turney, Fredericton. Mr. C. H. Vroom, of Middleton, N.S., Chief Fruit Inspector of the Maritime Provinces, gave an address on the picking, packing, and marketing of apples.

The report of the Collector of Customs for the year ending March 31, showing the total revenue of this port to have increased from \$56,000 to \$195,000 in ten years, is evidence of the growing importance of Fredericton as a commercial and industrial centre.

ST. JOHN.—The contract for clearing the right of way for the transmission line from the Provincial Government hydro-electric development plant at Musquash to St. John, a distance of 13 miles, has been awarded to the Maritime Construction Co., of St. John. The work begins immediately.

Mr. Hudson, manager of the Eastern Flax and Seed Co., of Shediac, says that last year the company planted 20 acres of land in flax, the average yield from which had been over 7 bushels of flax seed to the acre and 2½ tons of straw. The company had put in a mill for the processing of the flax, and this year had 100 acres ploughed and ready for seeding. The opportunity to establish the flax industry as one of the permanent industries of the Province is excellent. A special appropriation to assist the flax industry was intimated in the Speech from the Throne.

NOVA



SCOTIA.

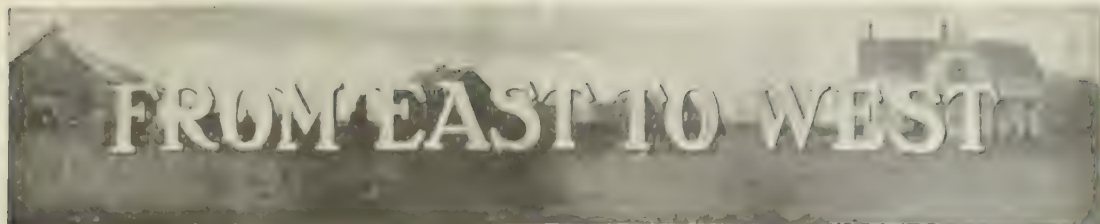
HALIFAX.—Important changes in the personnel of the Provincial Highways Board followed the resignations of Colonel Thomas Cantley and Messrs. Percy C. Black, Walter Crowe, and James K. Kellaher, as members of the Board. Messrs. W. A. Hendry, chief engineer, and Reginald McCullough, C.E., of the engineering staff, have been appointed members of the Board, and, with the chairman, Mr. A. S. MacMillan, will carry on the administration.

Mr. G. D. McDougall, general superintendent of the Nova Scotia Steel and Coal Co. at New Glasgow, has been elected president of the Mining Society of Nova Scotia.

SYDNEY.—Mr. George R. Rideout, of Moncton, former Chief Inspector of Dominion Police in the Maritime Provinces, has been appointed Nova Scotia Temperance Act Inspector at a salary of \$225 per month.

Nova Scotia's coal production for the year ending September 30, 1920, totalled 5,687,970 tons, an increase of 642,213 tons over the previous year, according to the report of the Hon. E. H. Armstrong, Commissioner of Works and Mines. There was also an increase in the sales of 628,096 tons. The royalties derived from the mineral resources of the Province for the year totalled \$690,517.

WINDSOR.—On March 30 the general executive of the Million Dollar Campaign Fund for King's College announced initial gifts totalling \$81,600, including \$30,000 from Chief Justice Harris, of Nova Scotia, and another gift of \$25,000 from Mr. J. Walter Allison, of Dartmouth, N.S.

NOVA SCOTIA *con-ued*

LUNenburg.—On March 26 the *Bluenose*, a possible contender in the International fishing schooner races to be held off Halifax next fall, was successfully launched. The *Bluenose* is to be commanded by Captain Angus Walters, formerly of the *Gilbert B. Walters*, which was second in the Nova Scotia elimination races last year. The dimensions of the *Bluenose* are as follows:—Length overall, 141 ft.; beam, 27 ft.; depth, 11.6 ft. She will carry 10,937 square ft. of canvas, about 200 ft. more than the spread of the American vessel, *Mayflower*. The keel of the *Bluenose* was laid on December 19 by the Duke of Devonshire.

MANITOBA



PROVINCE.

WINNIPEG.—On April 8 the Provincial Legislature adopted a resolution urging the Federal Government to establish industrial training schools for the benefit of disabled ex-Servicemen, the entire cost to be carried by that Government.

An Order-in-Council has been passed by the Federal Government offering for sale by public auction or competition tenders a pulp-wood area East of Lake Winnipeg, of approximately 718 square miles. The Order stipulates that the successful bidder will be required to enter into an agreement with the Government to erect on the area, within three years, a pulp and paper mill costing not less than \$1,000,000 and employing at least 120 men for not less than ten months of each year, and, further, to operate the mill in such a manner that the daily output shall not be less than 100 tons.

Uniform insurance legislation for every Province in Canada, particularly on the question of taxation, is one of the aims of the Dominion organisation of the Life Underwriters' Association, stated Mr. J. A. Tory, Dominion representative, in an address before the second annual convention of the Life Insurance Institute. Ontario was the first to face the question seriously, he pointed out, and has already reduced the tax on life insurance premiums.

SASKAT-



CHEWAN.

REGINA.—Mr. J. H. Haslam, of this city, has been appointed to sit as the third member of the proposed Dominion Board of Enquiry into the grain trade. The Board will comprise Judge Hyndman, Edmonton; Mr. W. D. Staples, Winnipeg, and Mr. J. H. Haslam, Regina.

WAPPELLA.—The war memorial committee of this town has placed the contract for a Celtic cross of grey granite from the Vancouver quarries. The cross proper is to be 8 ft. high and with the base, which is to be faced with local granite rock and hold the inscription tablet, will stand upwards of 15 ft. in height. It records the names of 30 volunteers from this district who made the great sacrifice.

ALBERTA



PROVINCE.

CALGARY.—As a result of the winter cut in the Rockies of the Eau-Claire Lumber Co., approximately 9,500,000 ft. of logs will be floated down the Bow River this year. This is a record drive.

A satisfactory demonstration was given here recently before a number of dairymen, of a milking machine, the invention of a young local Belgian, the actions of which can be adapted to various cows being milked at the same time. In the opinion of witnesses the new machine may prove of great worth to the dairy industry.

The Publicity Committee of the Board of Trade is preparing a folder giving information about Calgary and a description of the country surrounding it. This will serve to answer innumerable enquiries made of the Board.

Many farmers who left the Province last year to make their homes in the United States are finding their way back. Mr. A. E. Putnam, a California orange grower, is giving up his place in the South and returning to Central Alberta after an absence of 12 years. He was a pioneer farmer in Alberta 26 years ago, coming with a party from Nebraska in 1894. He returned to live in California.

A new restaurant will be built on the vacant lot West of the Crooks-Keeley Furniture Store, 223, Eighth Avenue West, which has been purchased for \$40,000 from Sir John Laingham.

The Prince of Wales has consented to be a patron of the Chinook Jockey Club of Calgary. The announcement was made by Prof. W. L. Carlyle at a luncheon tendered to lovers of the thoroughbred, in the Elizabethan Room of the Hudson's Bay Co.

BRITISH



COLUMBIA.

VICTORIA.—The British Columbia tobacco crop of 1920, grown on 81 acres, totalled 60,000 lb. Most of the tobacco is still in the growers' hands. In 1919 the total crop of 93,000 lb. was sold to a Quebec manufacturer at 23 cents per lb.

The University of British Columbia's financial appropriation granted by the Provincial Government is insufficient to "carry on" in a satisfactory manner, and the institution is faced with the possibility of having to restrict the number of students. In an interview with the Hon. Dr. King, Minister of Education, President Klink pointed out that the University buildings were overcrowded, that no additional space was available for more buildings at the present site, that educational work was being interfered with, that fees could not be increased under present conditions, that little was to be gained by restricting the number of students, and that conditions would be worse if remedial steps were not taken at once.

Dr. Robert Edward McKechnie has been re-elected Chancellor of the University of British Columbia.

It cost about \$70 to educate each pupil in the public schools of British Columbia in 1920, and of the total cost of education the Provincial Government contributed approximately 40 per cent. Nearly three-quarters of the teachers in British Columbia are women.

A total of \$21,058, representing 160 applications for loans, was granted by the Provincial Department of Industries to industrial enterprises during the year 1920. Three hundred and sixty-two applications for loans, totalling \$3,044,050, were made, showing that four-fifths of them were not favourably received.

A request that the statue of Queen Victoria, which has been in a recumbent position in the grounds of Parliament Buildings for many months, should be in readiness for unveiling on Victoria Day, May 24, has been sent to the Department of Public Works from the Municipal Chapter, I.O.D.E., through Mrs. Curtis Sampson, the Regent.

VANCOUVER.—Notwithstanding adverse exchange conditions, export demand for the higher grades of fish was good last year, it was stated at the annual meeting of the British Columbia Fishing and Packing Co., Ltd. The total salmon pack was 238,769 cases. Fourteen canneries were operated by the company last year and will be continued this year.

Over 500,000 American tourists visited British Columbia last year, according to U.S. Consular reports.

A cinema, a modern creamery, and a new hotel are the latest additions to the development of the thriving town of Telkwa.

PRINCE RUPERT.—Archdeacon Collison, who first went to the Queen Charlotte Islands as a missionary among the Indians, officiated at the opening of the largest church in the Anglican Diocese of Caledonia. The edifice was constructed entirely by Indians, and has a seating capacity of 500.



THE END OF THE FIGHT



TROUT CAUGHT DURING TEN MINUTES' TROLLING IN THE PEACE RIVER DISTRICT



THE END OF THE FIGHT

THE ANGLER AND



Photograph]

"I CAUGHT



LANDING A TWENTY POUND

HIS CATCH.



Y MYSELF."

Canadian Postcard Company, Toronto



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A BLACK BASS FROM CLEAR LAKE, IN NORTHERN ONTARIO



IN IN EASTERN CANADA.



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CANADIAN PRESS VIEWS.

Clean Politics.

"It would be better for Canada if the mass of the public would apply to politics the well-established principle of British justice which decrees that a man is innocent until he is adjudged guilty. If the people would expect clean politics they would get cleaner politics than they do when expecting dirty politics. The people themselves have much to do with setting the standard of public life. By holding all public men and their works under suspicion they set a low standard."—*Ottawa Journal*.

An Emigration Scheme.

"One of the suggestions advanced by a number of the London newspapers is a form of emigration in which the Imperial Government would make loans to the Dominions for the purpose of assisting settlers. There is no indication that a proposal of this kind is really seriously intended. It is very doubtful indeed whether either of the Dominions would welcome such a course. As far as Canada is concerned, she is ready to take as many new settlers as the Motherland is able to send her, provided they come at the proper time and are able to look after themselves. But if Great Britain is desirous of sending many who would have to be taught the ways of the country in more senses than one there would be no need for a double loaning process. The emigrants could be provided with sufficient money necessary for the purpose before they left their point of origin."—*Victoria Times*.

Quebec's Premier.

"Up to the time of his accession to the position he now occupies with so much distinction, the Hon. Mr. Taschereau enjoyed a wide respect, but how much greater is that respect now that he has become the statesman he shows himself to be! Since he has come into contact with citizens of all classes and categories, the Premier has increased his popularity. His sincere patriotism, his frankness, his courtesy, his urbanity and his energy have won for him the highest admiration and respect. The first session of the Taschereau Government will stand amongst the best and most fruitful in the political history of this Province."—*Le Soleil*.

The Country Boy.

"Hon. Dr. Rutherford says that 98 per cent. of country lads who migrate to the cities and towns go down in the social scale. It is certain that independence is much more surely achieved on the countryside. The world is beginning to see these things in their proper light."—*Toronto Mail and Empire*.

Abolition of Tipping.

"A Bill to abolish tipping, gratuities and perquisites may be introduced in Parliament. The idea of such a measure will receive applause from a lot of people who will disregard it. There is ground for the contention that tips are extortions that add to the cost of what has been well paid for. They are few, however, who will venture to live up to their theories. The average man is a coward when confronted by a custom."—*Montreal Gazette*.

Short and Sweet.

"The young man starting out in life has gained something worth while if he realises that the day of the boozier has gone. Modern business will not carry excess baggage."—*Ottawa Journal*.

"Port Arthur bought some stock in a mine a few years ago. Now the mine has been sold and the city will get its money back. This must be the exception which proves the rule."—*Manitoba Free Press*.

"It is clear that in the eyes of the law a flask of booze is twice as deadly as a revolver, for the fine imposed for carrying a concealed flask of whisky is exactly double the fine for carrying a concealed 'gun.'"—*Hamilton Herald*.

"It is the business of the Forestry Branch, we gather, to make the lonesome pine less lonesome. Five million trees of all suitable species are being planted in Canada annually. Here's hoping that some nunny with a match doesn't burn that many down."—*Ottawa Journal*.

"The *Ottawa Journal* attributes its city's freedom from crimes of violence to the efficiency of the police force. We have a good police force in Calgary, but we attribute our freedom from crime to the natural good behaviour of the people of this city. We really keep a police force to deal with unruly visitors from the East."—*Calgary Herald*.

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WHERE FISH ARE PLENTIFUL AND BIG.

Rivers and Lakes of the Mackenzie Basin— Trout up to Six Feet and Nearly Fifty Pounds.

RETURNING from the Great Slave Lake territory, where he has been staking oil claims, Mr. A. H. Schurer (formerly Sergeant major in charge of "N" Division of the Royal North West Mounted Police, with headquarters at Athabaska Landing) predicts that the Mackenzie River district is destined to become one of the playgrounds of Canada.

He bases this prediction on the fact that its numerous waters can provide fish such as would make happy the most blasé angler, while the wide stretches of open country and timber lands abound in animal life, among which are herds of caribou and buffalo. The lakes and rivers abound in fish. Lake trout are to be found in abundance, and some caught by the party were 6 ft. long. Even the dogs which furnished the motive power for the heavily-laden sleds dined on tit-bits of the choicest trout.

The commercial possibilities of the district, says Mr. Schurer, have been realised already by a Nova Scotia company, with the result that a canning factory has been opened at Black Bay, on Lake Athabaska, where white-fish

are being canned to tempt the appetites of the epicures of

its headwaters. It is a pretty

under would be a fair sized one.

Mr. Joseph Keefe, speaking of his reconnaissance expedi-

tion in 1906 and 1908, said that grayling, herring, and

a variety of brook trout are found in Gravel River, there being

an abundance of grayling, but herring and trout are not

taken.

The Grayling.

Mr. E. A. Pieble has the following to say in his report with reference to the grayling:—

"The Arctic grayling, usually called bluish in the North, has a very extensive range. It occurs throughout the region from Peace River and Athabaska Lake northward and north-westward to Arctic Ocean. I cannot find that it has been detected in the Athabaska. As it prefers clear streams it is somewhat local in distribution, occurring but seldom in the main rivers, which are usually muddy, but being abundant in many of the clear tributaries and the lakes which they drain. During my explorations I met with the grayling in the lake country between Great Slave and Great Bear Lakes and at a number of points on the Mackenzie. It was especially abundant in the rapid stream which I descended to MacTavish Bay in August, 1903, and I caught many while fishing for trout with a spoon hook. It was common also in Great Bear Lake near Fort Franklin a little later, where many were being taken in the white-fish nets. The grayling is said to be scarce in the Liard below the mouth of the Nelson, but to be common above that point. It is also found in most of the tributaries of the Mackenzie, several of which have local names referring to its occurrence.

"I am not aware that the grayling has been recorded from any stream tributary to Hudson Bay, except in one instance. Dr. Bell mentions that it was taken in tributaries of the Lower Churchill, and that a specimen was identified by Professor Gill as *Thymallus signifer*. A possible explanation of the occurrence of this fish in the Churchill is suggested by the fact that there is a direct water connection between Churchill River and Athabaska Lake. The grayling occurs in Black or Stone River, which flows from Wollaston Lake into Athabaska Lake. The waters of another outlet of Wollaston Lake, Cochrane River, flow by way of Reindeer Lake into the Churchill, thus affording to a torrent-loving species like the Arctic grayling a ready means of communication."

The "Inconnu."

In a report to the Department of the Interior, Mr. William Ogilvie gives the following information about the chief fishes of Mackenzie River:—

"Fish are numerous in the Mackenzie, the principal species being that known as the 'inconnu.' Those caught in the lower river are very good eating, much resembling salmon in taste, being also firm and juicy. The flesh is light pink in colour, but as they ascend the river and become poor this turns white, and the flesh gets soft and unpalatable. They average 10 or 12 lb. in weight, but have often been caught weighing 30 or 40. They ascend as far as the rapids on Great Slave River, where they are taken in the fall in great numbers for dog-feed, being then so thin that they are considered unfit for human food if anything else is obtainable. This fish is not fed to working dogs unless scarcity of other fish compels it. There is a small fish known locally as 'hering,' somewhat resembling the inconnu in appearance, and which does not grow larger than a pound or two in weight. The staple fish of the district, and, for that matter, of the whole North-West, is the white-fish. They abound in many parts of the river, but especially in all the lakes discharging into it, and form the principal article of diet during the greater part of the time, as very little food is brought into the country. This fish is caught in large numbers everywhere."

Early Accounts.

The marvellous productivity of the fisheries of Great Slave Lake and many of the rivers in its vicinity have also been time and time again commented upon by travellers.

In the account of his journey in 1772, Samuel Hearne, writing of the fish in Great Slave ("Athapuskow") Lake, stated:—"The fish that are common in this lake, as well as in most of the other lakes in this country, are pike, trout, perch, marble, titamug, and mthy. The two last are names given by the natives to two species of fish which are only in this country. Besides these, we also caught a kind of fish which is said by the Northern Indians to be peculiar to this lake—at least, none of the same kind have been met with in any other. The body of this fish much resembles a pike in shape, but the scales, which are very large and stiff



TWO HOURS' CATCH AT WRIGLEY HARBOUR, ON MACKENZIE RIVER.
Sixty-two Arctic grayling (bluish).

are being canned to tempt the appetites of the epicures of Eastern cities. As part of its equipment this company brought in by rail and boat some hundred odd power launches, dories, and other boats from Nova Scotia.

The wealth of the Mackenzie country in fresh-water fish may be said to be a tradition, and has been testified to by many travellers. Some of the reports are collected in "The Unexploited West."

Speckled Trout.

Mr. E. A. Pieble, reporting on the fish of the Mackenzie basin on behalf of the U.S. Bureau of Biological Survey in 1908, said: "Mr. John Firth, of Fort McPherson, assured me that speckled trout are found in West Rat River, a tributary of the Porcupine, west of Fort McPherson. It is probable that these are either *Salmo malloss* or *Salvelinus malma*, both of which are known to occur in Alaskan streams. In East Rat River also, which is connected with the westward-flowing stream (and therefore may contain trout of the same species), but which flows eastward into the Peel, he said that speckled trout are common. Mr. Firth also informed me that a form of speckled trout is found in the stream which enters the sea a short distance west of the mouth of the Mackenzie. Mr. MacFarlane states that speckled trout have been taken in the lower Anderson River. As anadromous trout of the *Salvelinus alpinus* type are known to occur in the Coppermine, these records may refer to the same species. I also learned from several independent sources that speckled trout occur in the Tawattinaw and in one or two other tributaries of the Athabaska, but I was never able to procure specimens."

Dr. G. M. Dawson stated before the Senate Committee of 1888 that in all waters tributary to the Mackenzie the Arctic grayling, or Back's grayling, which is an excellent fish, is to be found. It is a fish resembling the trout in appearance and size, but has a very large back fin. It is a very game fish, very much like the trout, takes the fly, and is excellent eating. That fish Dr. Dawson found in headwaters of the Mackenzie, as far up as the source of the Peace River, and also

are of a beautifully bright silver colour: the mouth is large and situated like that of a pike, but when open it much resembles that of a sturgeon, and, though not provided with any teeth, takes a bait as ravenously as a pike or a trout. The sizes we caught were from 2 ft. long to 4 ft. Their flesh, though delicately white, is very soft, and has so rank a taste that many of the Indians, unless they are in absolute want, will not eat it. The trout in this lake are of the largest size I ever saw; some that were caught by my companions could not, I think, be less than 35 or 40 lb. weight. Pike are also of an incredible size in this extensive water. Here they are seldom molested, and have multitudes of smaller fish to prey upon. If I say that I have seen some of these fish that were upwards of 40 lb. weight I am sure I do not exceed the truth."

Sir John Richardson, in his "Arctic Searching Expedition," speaking of Demarais's fishery on Great Slave Lake, wrote:—"During the whole summer, in the eddies between the islands of this part of the lake, multitudes of fish may be taken with hooks and by nets, such as trout, white-fish, pike,



AN INCONNU AND A WHITE-FISH,
TAKEN IN NETS.

sucking carp, and inconnu." Richardson states that Franklin's party, during 18 months' residence at Fort Franklin in 1825-26, took 3,500 trout weighing from 2 to 30 lb. each.

A trout taken by Thomas Simpson's party at Fort Confidence, Great Bear Lake (1837-8), measured $4\frac{1}{2}$ ft. in length and 27 in. in girth, and weighed 47 lb.

Fish Migration.

Mr. R. G. McConnell, of the Geological Survey of Canada, reports that during the ordinary fishing season on Great Slave Lake, which usually lasts from September 20 to October 10, the fish leave the deeper parts of the lake and migrate in vast numbers to certain favoured waters, where almost any quantity desired can be obtained. The Big Island fishery supplied Fort Simpson and Fort Providence in 1887 with about 40,000 fish, besides affording constant support to a number of Indians. At the mouth of the Beaver about 20,000 were taken, and the fisheries at the mouth of Hay River, in the bay in front of Fort Rae, and near Fort Resolution, besides other places, yielded corresponding quantities. Mr. McConnell estimated the total yield of the lake for the year 1887 at about half a million pounds. The most abundant and valuable of the fishes of the lake is the white-fish (*Coregonus clupeaformis*). With the white-fish are associated the lake trout (*Salvelinus namaycush*), which often attains a weight of over 50 lb., the inconnu (*Stenodus Mackenziei*), the pike (*Esox lucius*), and the sucker (*Catostomus longirostris*), besides others of less importance. A stray salmon was captured about 40 miles below the outlet of the lake, and was described by Mr. Reid, of the Hudson's Bay Co., as being identical with the common Yukon salmon, probably *Oncorhynchus Chinichu*, but visitors of this kind are very rare.

Mr. McConnell informed the Senate Committee of 1907 that there are great quantities of whitefish in nearly all the lakes. Mr. McConnell wintered at Fort Providence, just below Great Slave Lake, and in ten days there were about 140,000 fish caught. They come into the shallow part of the lake about September 15. They are caught by the Hudson's Bay Co., the missions, and some Indians, and are used to feed the men and dogs, being the staple food of the country, at least the year witness was there. They catch the fish at all seasons, but late in the fall is the particular time for catching them for the winter supply. They get salmon trout there also.

At the fort he had them weighing 15 to 20 lb., and they told stories about catching them 40 lb. in weight. There was one king salmon caught at Fort Providence—only one. They also get pike or jackfish.

Mr. A. H. Harrison (author of "In Search of a Polar Continent"), who spent the winter of 1902-3 at Fort Resolution, says: "I heard a story of a trout weighing 84 lb., having been taken in Great Slave Lake, but though I saw many trout that were caught during my stay there, I never set eyes upon any weighing more than 45 lb. While passing through on my recent journey I offered \$50 (£10 sterling) to anyone who should bring me a trout that scaled 50 lb., but when I came back Mr. Harding, of the Hudson's Bay Co., said that he had not in the meantime seen any which weighed over 43 lb.

During his examination before the Senate Committee of 1888, Bishop Clut also emphasised the fact that an important natural resource of the Mackenzie Basin lay in immense quantities of fish found in the great lakes, the Athabaska, Great Slave and Great Bear. East of these lakes, he said, there were many other great lakes which were full of fine fish. The size of the large trout of Lake Athabaska he gave as from 10 to 35 lb.

Mr. A. Preble describes the lake trout so often referred to (*Salvelinus namaycush*) as a beautiful fish inhabiting nearly every body of water in the north, but abounding in the larger sheets of water, including Great Bear Lake, and as the water is there beautifully clear the traveller frequently sees them pursuing their prey in the depths, or lying motionless near the bottom.

— * —

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A COMMUNITY ON WHEELS.

Train de Luxe That Links Two Nations.

By Denis Crane, Author of "John Bull's Surplus Children," etc.

It has been wisely said that every country has the Government it deserves. The saying may be appropriated to railway communications. One would not, for instance, look for record time-keeping on Spanish railways, or the most simultaneously appointed rolling-stock in the Balkan States.

Nations highest in the ranks of civilisation take a natural pride in the achievements of their railway trains. England boasts of the longest non-stop run in the world, from Paddington to Plymouth, a distance of 226 miles. Before war layed havoc with rolling-stock and permanent way, France vaunted the speed and punctuality of her Paris-to-Rome express; and Germany talked big of a prospective Berlin-to-Baghdad through train which would eclipse every existing thing on rails. In the New World, Kipling, in his story, "The Great Train," has immortalised, under the name of the "Purple

But it is on the tick of 10
intendent, an imposing officer.

We mount the step
by the side of one of
make this outlook from the ordinary English railway
men a mere peep-show. As the train glides out of the station
we have leisure to appreciate the comfort and the
surroundings. The steel walls of the car are lined
mahogany and the fittings are of finely designed bronze. A
passage of convenient width runs
the whole 68 ft. of the car, and
hemispheres of this universe on wheels.

This passage is a promenade traversed by a
of diverting personalities. An early comer is the ticket man
representative of authority, law and order. He is of no
but inscrutable visage and few words. Omniscient and
able, he moves down the car with the inevitability of a



MONTREAL, THE STARTING POINT OF THE "INTERNATIONAL LIMITED."

Emperor," America's mighty trans-continental express, which laid "the miles over its shoulder as a man peels a shaving from a soft board."

In the competition for speed and comfort in travelling Canada has not lagged behind; and the railway enthusiast would find it hard to produce a finer example of both qualities than the "International Limited," the crack train of the Grand Trunk Railway, which every morning of the year draws its half-dozen nickel-plated, vestibuled cars out of Bonaventure Station in Montreal on the stroke of 10 and glides majestically into the Chicago Depot at 8.10 next morning, having incidentally covered the 334 miles between Montreal and Toronto in 7 hours and 40 minutes, including halts.

To some dull minds a long railway journey is an unmitigated bore. But in Canada, at any rate—and I have crossed the continent many times—I have never found the time hang heavily on my hands. For one reason a train like the "International Limited" forms a microcosm of the world. In England the narrow compartments expose a too observant traveller to the reproach of rudeness. Here you may survey at leisure the occupants of half-a-dozen coaches and study human nature in a unique school.

The composition of the "International Limited" lends itself easily to such pursuits. As it stands alongside the low platform of the Bonaventure Station, let us take a glance at its make-up before we board our car. Next to the powerful locomotive comes the composite baggage-car; adjacent are the first-class coaches, each seating 72 people; the dining and parlour cars are next, and at the rear are the sleeping cars and observation library—a total of six long, massive coaches.

Note the attitude of the employees of the Grand Trunk Railway to this "greyhound of the Dominion." You will soon perceive that the train is an institution, a source of unmitigated pride, and that every member of the staff is concerned that nothing shall injure the reputation of the line's premier train.

labelling us with his little coloured tickets like souls fresh from judgment. Ticket men have been known to smile, and on rare occasions to converse. But to pass a jest with an official of this quality one must be able to condescend from the Olympian heights of a railway President. I used to tremble before the ticket man at first, like a prisoner before a hanging judge, until one day I proved him wrong on a question of mileage, and on another heard him deal gently with a poor woman; then I knew that he, too, was human.

On the heels of authority comes commerce, personified in the newsagent. Like the poor, he is nearly always with us, and unlike the good child, he is both seen and heard—notably heard. His voice, musical as a motor-horn, rises above the droning of the carriage wheels and the shrill whistle of the locomotive as he catalogues his wares. Besides literature, there are few things he cannot produce from his tray: "Candy, peanuts, cigars, chewing-gum, crackly-nuts—call out if you wish," proclaims this perambulating Autolycus. The outstanding qualities of the newsagent are his universality—he seems to be in every car at the same time—and his good humour, which is inexhaustible.

In the clear, bracing Canadian air, appetite is the only remembrance needed to signify the approach of meal times. But on the "International Limited" that empty feeling below the waistband is reinforced by the strident summons of the dining-car attendant as he perambulates the train with his trumpet sound, "First call for luncheon in the dining-car." Not the most favourable verdict would the summons musical; but upon the would-be economical passenger who has half won the battle with his baser self, the influence is more potent than the sweetest strains of a siren.

"Black care sits behind the horseman," said the ancient. His counterpart on the "International Limited" is the negro "boy," who, as night falls, obtrudes his broad smile and polished ebony skin upon your notice. This amiable figure in white linen coat is the sleeping-car attendant. He

function is to convert the travelling car into a sleeping compartment. He begins to make up the berths while the night is still young, and the deftness and rapidity of his movements are a joy to watch.

Not the most capable of chambermaids could surpass him at his job, and when it is completed you go to bed, for to sit up later would hurt his pride. So you retire peacefully, perchance to sleep, if you are good at it. More likely to woo Nepenthe in vain until the last of the talkative group next door has had his say out.

When morning comes and the clock strikes 8, you find yourself nearing Dearborn Station, Chicago, on the tick of time; and, if you have the grace of gratitude, you pour a libation (in ginger-ale) to the stolid engineer who has delivered you safe and sound and punctually at your destination.

(A photograph of the "International Limited" appears in the Grand Trunk Railway advertisement on the back cover.)

LORD SHAUGHNESSY AND THE C.N.R. Proposal for Control by the C.P.R.

Lord Shaughnessy, the Chairman of the Board of Directors of the Canadian Pacific Railway, has sent a letter to Mr. Meighen proposing the administration and operation of the entire Canadian National Railway system by the Canadian Pacific Railway.

Lord Shaughnessy, who said he made the suggestion, not as chairman of the C.P.R., but as a Canadian citizen anxious regarding the railway situation, declared that his proposition was not made for the aggrandisement of his line (says the Montreal correspondent of the *Daily Telegraph*). Indeed, he was not sure it would be approved by the directors and shareholders, who would prefer the present status undisturbed. Therefore it should not raise the ancient bogey of C.P.R. domination.

He considers the acquisition of the Grand Trunk a mistake, while, should the Government relieve the Grand Trunk of its ruinous liabilities, the Grand Trunk Pacific transcontinental system with proper financial consideration could rehabilitate itself. It is argued that it was unnecessary to acquire the Grand Trunk since equal benefits were possible under a traffic agreement.

His suggestion to overcome the present difficulties is to make one system of all the transcontinental railways and place the operation under Canadian Pacific management, thereby avoiding the dangers of political control. The proposition practically involves the Government's purchasing the Canadian Pacific by assuming the fixed charges and converting the Common stock into equivalent Government bonds, with Government ownership under private administration.

The C.P.R. "would be used under the terms of a contract approaching perpetuity in duration to administer and operate the whole property on account of the Canadian people." Lord Shaughnessy estimates that the first year's operation of such combined property, including the C.P.R. profits, would bring a deficit of 80 million dollars, which is less than the deficits probable with nationalised railways, but without C.P.R. inclusion and management. He concludes that within a few years, with proper management and reduction in costs, the period of deficits would be ended. One method of reducing the deficits which he indicates is the probable reduction of railwaymen's wages.

"The situation," Lord Shaughnessy says, "is serious, almost hopeless, unless some plan is devised for promptly and effectively bringing the National Railway system additional financial strength and sustenance."

PRESIDENT FOR THIRTY YEARS.

The Hamilton (Ont.) Society for the Prevention of Cruelty to Animals has recently held its annual meeting, and for the thirtieth time re-elected Mr. Adam Brown (father of Sir George McLaren Brown) as its President. Mr. Brown, who is often affectionately referred to by friends all over the Dominion as the "Grand Old Man of Hamilton," delivered a Presidential address which proved that his grasp of the details of the Society's work is still as complete as at any time during his thirty years as President.

In the course of his address Mr. Brown referred to the humane work carried on by the Society in Hamilton and in many outlying townships, and also referred to the services of the Society's legal adviser, Mr. Kirwan Martin, whose great-grandfather was the first British M.P. to introduce a Bill for the prevention of cruelty to animals, and was known as "Humanity Martin."

The Queen visited 29, Tothill Street, Westminster, last Saturday afternoon, to view the model, just completed, of the Empire War Memorial Shrine, which will form the nucleus of the scheme having for its general idea the creation in Westminster of a centre and home for science, art, and learning.

GRAND TRUNK LEGISLATION.

Text of Measure Introduced by Mr. Meighen (see page 127).

The Bill introduced by Mr. Meighen sets forth in the preamble that the period of nine months within which the award was to have been made having expired without the company concluding the presentation of its case:—

(1) The Governor-General-in-Council may approve of further time within which the arbitrators or a majority of them may make their award, but any agreement for this purpose shall stipulate terms and conditions, which shall ensure to the satisfaction of the Government.

(a) That forthwith the directors of the company and of such of the companies comprised in the Grand Trunk system as the Government may designate shall resign or vacate their offices as directors at such time or times and in such manner as may be requested by the Government, and that nominees of Government shall be duly appointed to the vacancies caused thereby, provided that the substituted board of directors of the company shall be deemed to be complete, although it does not comprise more than five members.

(b) That the directors of the company so nominated by the Government and the successors shall hold office as such directors during the pleasure of the Governor-in-Council, who shall have power to remove them and to fill vacancies, and the board of directors so constituted may exercise and carry on all powers and business of the company without reference to or consultation with the shareholders of the company and not subject in anywise to their vote, direction, or control.

(c) That meetings of the board of directors of the company for the transaction of any business may be validly held in Canada or elsewhere.

(d) That the directors of the company appointed upon the nomination of the Government as aforesaid in addition to their other powers shall have and may exercise all the powers and functions of the committee of management as provided by the said agreement.

(e) That there shall be a committee which may be constituted by the authority of the present directors of the company or otherwise as may be agreed and may be known as the Grand Trunk Shareholders Committee, which, for the purpose of carrying on the arbitration proceedings and presenting the case of the Grand Trunk shareholders and for the exercise of the powers or duties conferred or prescribed by the said agreement of March 8 in that regard, shall have and may exercise the powers and be charged with the duties heretofore belonging to the said directors and that assessments or reductions as provided for by Clause 21 of the said agreement of March 8 for all costs of arbitration, not heretofore provided and paid by means of assessments shall be made in such amounts as may be necessary for the purpose and upon and in accordance with the requisitions of the committee, and that upon satisfying such requisitions the company shall not be bound to see to the application of the moneys requisitioned or be otherwise responsible for or bear any of the costs of arbitration.

(f) That for the purposes of arbitration the books, minutes, reports, documents, and other records and all railways and properties of companies comprised in the Grand Trunk system shall at all times be accessible and open to inspection and examination by the committee, or by any person or persons named by the committee, or by counsel representing shareholders in the arbitration proceedings.

(g) That upon the substitution of directors, as hereinbefore provided for, the arbitrators shall proceed to a conclusion as speedily as may be, the time for making any award to be subject to provision in agreement satisfactory to the Government.

(2) The Government and company are respectively authorised to agree for reviving and continuing the arbitration proceedings, as aforesaid, provided an agreement be made on or before May 16, 1921, and to do, execute, and authorise all acts, instruments, matters, and things necessary for the purpose aforesaid, and upon the execution of any such agreement on behalf of the Government and on behalf of the company, under authority of its directors, the aforesaid agreement of March 8, as thereby modified, shall be and continue to be binding and effective for all purposes, and the stipulations thereof affecting the Government and the company respectively shall have the same force and effect as if specially enacted by Parliament.

(3) In the event of approval by the Governor-in-Council of a further time for the making of an award under the provisions of this Act, or of any agreement concluded in pursuance of the powers hereby conferred, the powers and duties of the arbitrators shall remain and continue, and be deemed to have remained and continued, and the proceedings shall be resumed and concluded in all respects as if the time within which the award is actually made had been the time limited therefor by the said agreement of March 8, 1920.

Oversmen units contributed £2,049,320 to the Army and R.A.F. Savings' Associations during the war.

BRITISH PERIODICALS

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

"Quarterly Review."

Reasoned and representative opinion on matters of general interest from widely varying points of view, is characteristic of the *Quarterly Review*, and one of the principal articles in the current number will probably evoke considerable comment and criticism, especially from those particularly interested in the status of the Overseas Dominions. In "Imperial Unity and the Peace Treaty," F. W. Eggleston argues that "the whole proposition that the Dominions can be linked in defensive organisation with each other and the United Kingdom and yet be independent members (of the League of Nations) is fallacious," and claims that "the only way in which the responsibilities of the Dominion leaders for the security of their own States can be discharged is by their deliberate choice of combined and co-operative action and the rejection of everything which would prevent it," involving possibly the rejection of separate voting power in the League, but not sacrificing the national identity of the Dominions.

The place of honour is given to an uplifting article by Rear-Admiral Ronald A. Hopwood (Retired) on "The Saving Grace," showing the true inwardness of Germany's naval downfall, brought about, not by the spectacular victory of her opponents, but by her own failure to understand the "Influence of the Sea Spirit upon the use of Sea Power." The surrender of the German Fleet, says Admiral Hopwood, "was the visible manifestation of the triumph of the human or spiritual element over the material," the triumph of Right over Might; "and it is to the Sea Spirit that he looks for fusion between the great maritime nations, for 'the threat to civilisation to-day is not one that can be met by either battleship or submarine, but only by an international fellowship of service'—the Sea Spirit.

The ultimate fate of the white races is discussed in "The White Man and His Rivals," by Dean Inge, whose argument is that the labour movement has produced a type of working-man who has no survival value, and that "the abolition of war, and the establishment of a League to secure justice and equality of treatment for all nations, would seal the doom of the white labourer, such as he has made himself"—a point of view worthy of the consideration of the Labour Party extremists. A special aspect of the labour question is dealt with by Lord Ernie, in "English Agricultural Workers"; and the number also contains numerous other articles equally interesting and informative.

"British Overseas Newstrader."

The *British Overseas Newstrader and Book-seller* (6d.) is the title of a new weekly periodical, whose object is to bring about closer relations between the Canadian news and book trade and the British Press and publishing trade. It has the united support of the Newspaper Proprietors' Association, the Weekly Newspaper and Periodical Proprietors' Association, and the chief publishing houses. The Canadian edition contains an interview with Sir George Perley, in which he wishes the new scheme the success it deserves. "Heaven knows," he says, "there is a pressing need for a permanent channel for active co-operation of all British publishing enterprise to keep home, country and overseas people in constant touch for their common interests."

C.N. DEFERRED CABLE SERVICE.

The Canadian National Telegraphs announces that deferred cable service with Europe has been reinstated. This service is on the basis of plain language and deferment in favour of full rate messages. The rate in all cases is exactly one-half of the regular full rate. This service has not been available since September, 1918, when it was necessarily suspended because of the congested condition of the cable system throughout the world.

A NEW STEAMSHIP LINE.

Freight Services Between England and Canada.

Messrs Japp, Hatten & Co. Ltd. of 80, May Ave. London, E.C., and Liverpool who are European agents for the Canada Steamship Lines, Ltd., announce that they have been appointed the general European agents of a new steamship line, which is being organised in Montreal, to be called the Inter-Continental Transport Service. The company will start operations about the middle of May with the sailing of the *Porsanger* (about 7,000 tons) from Montreal to London, to be followed by the *Horda* (about 8,000 tons) for Liverpool, the *Grey County* (about 7,200 tons) for London, and the *Hastings County* (about 8,000 tons) for Liverpool.

It is intended to run at least a fortnightly service, and this may be accelerated if in due course others.

The *Porsanger* is expected to leave London for Montreal about June 4, the *Grey County* about June 18, the *Horda* about July 10 from Liverpool, and the *Hastings County* on July 24 from Liverpool. Announcements will be made shortly as to the dates on which cargo will be received for the west-bound trip.

In conjunction with the Canada Steamship Lines' Lake services, and also with the various railway companies running into Montreal, through bills of lading will be issued to all points in Canada and the States.

It is intended to charge the usual Conference rates on freight.

—*—

Increased activity is reported in the oil lands in the Queen Charlotte Islands, and it is understood that an American concern will shortly commence to develop deposits of oil shale found on the Islands.

Canadian Woollens, Ltd., announces that dividend payments on the Common stock will be discontinued for the present owing to the desirability of carefully conserving the company's reserves during this period of business depression. The company was organised in 1910, and commenced paying dividends on the Ordinary stock last year.

THE SOLDIER SETTLEMENT BOARD OF CANADA.

Ex-Service Officers and men of the Imperial Forces desiring to take advantage of Canada's Soldier Settlement Land Scheme will in future make their application on their arrival in Canada to the Superintendent of the Soldier Settlement Board for the District in which they desire to settle.

Applicants will be required to satisfy the Board as to their general fitness and suitability.

MILITARY QUALIFICATIONS. They should take with them their Discharge Certificate or other documents showing evidence of service.

TRAINING. Settlers will be required to work on a farm in Canada to gain necessary experience before they can be qualified to take a farm of their own; this period shall not be less than one full year for those who have had farming experience in Great Britain, and two years in the case of those who have not so farmed.

FINANCIAL. Ability to bear the financial obligations during his training period, and applicants will be required to pay down 20% on the purchase price on land, stock and equipment purchased through the Board.

For further information relative to Canada apply to Superintendent of Emigration for Canada, 1, Regent Street, LONDON, S.W.1.

ROUND ABOUT QUEBEC.

A particularly artistic brochure has been issued by the Canadian National Railway under the title "Quebec and Environs." It contains a well-written description of the city of Quebec and notable places in the district, illustrated with the centre, such as the St. Maurice River, La Pique, Ste. Anne's, Grand Man, Cap Rouge, the Laurentides, Lake Edward, Montmorency, the Quebec Bridge, Ste. Anne de Beaupre, Murray Bay, the Saguenay, and Tadoussac.

The very best of the paper shows up admirably the beautiful reproductions of paintings and photographs of the beautiful spots and places of interest with which the district abounds, and a word of commendation is also due to the subsidiary sketches characteristic of French Canada to decorate the pages.

—*—

OFFICE OF WORKS & B.C. TIMBER

Mr. F. C. Wade, K.C., Agent General for British Columbia, has been recently in communication with the Director of the Imperial Institute, South Kensington, with a view to more publicity being given to the value of British Columbia fir and other timbers, and has received a communication dated April 21 which says:—"I have pleasure in stating that the results of the joinery trials carried out by H.M. Office of Works on behalf of the Imperial Institute have proved most satisfactory, and that, in consequence, B.C. Douglas fir, B.C. spruce, and B.C. Western hemlock have now been included in the timber specifications of H.M. Office of Works as alternatives to European woods."

In a further detailed report sent to the High Commissioner for Canada, it is stated that the woods concerned compare favourably with European joinery timbers. The results show that Douglas fir should certainly be used for ordinary doors, window frames, sashes, skirting, etc., while B.C. spruce and B.C. hemlock would be quite satisfactory for table-tops, shelving, and similar classes of joinery.

In informing the Imperial Institute of this decision, the Director of Works refers to certain prejudices which exist in this country against the use of British Columbia timbers, and suggests possible causes of this state of affairs.

The Timbers Committee are now dealing with the question of Eastern Canadian woods, and it is hoped that their report will be completed at an early date.

THE PLAYHOUSE.

"Up in Mabel's Room," which is described as "A Frivolous Farce in Feminine Follies," provides much occasion for laughter in the experienced hands of Mr. Charles Hawtreys, who is ably assisted by a clever caste, Miss Beatrice Lillie is a Canadian actress, whose acting of the part of the young and unspoiled wife is amusingly vigorous.

CONCERTS.

Grace Tootell gave her first song recital last Monday evening at Aeolian Hall, with Miss Cooper at the piano.

A violoncello recital by M. Joseph Salmon took place on Wednesday afternoon, April 27, at Wigmore Hall, with Harold Craxton at the piano.

A well-known Canadian pianist, Miss Eva Clare, will make her London debut at the Wigmore Hall on May 12. Miss Clare was born at Neepawa, Manitoba. She studied music first in Winnipeg, and later spent three years under Varetta Stepanoff and Josef Lehyne in Berlin, and during the war continued her studies in New York under Ernest Hutcheson, the Australian pianist, and Howard Brockway, the American composer. Her appearances in Canada have evoked enthusiastic applause, and her work has been very favourably noticed in the Press. Josef Lehyne styled her "a very talented pianist with a well-developed technique and musical taste"; and Ernest Hutcheson, "a pianist of much ability and charm, distinguished by beauty of touch and poetic insight."

A Comprehensive Banking Service

Letters of Credit and Travellers' Cheques issued available in all parts of the world.

UNION BANK OF CANADA

HEAD OFFICE—WINNIPEG.

Incorporated 1865.

LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS (30th November 1920) \$169,205,445.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 75½.
Canada.—3½ p.c. Reg., 1909-54, 75; 5 p.c. Reg., 1938, 65½; C.P.R., 3½ p.c., 1938, 71; 5½ p.c. Reg., 1930-50, 66½; 4 p.c. Stock, 73; C.P.R., 3½ p.c., 1938, 71; 4½ p.c., 1920-25, 71½.
Manitoba.—4 p.c. Reg., 1950, 75.
Newfoundland.—3½ p.c., 1941-7-8, 62½.
New Brunswick.—4 p.c. Reg., 1949, 72½.
Nova Scotia.—3½ p.c. Red., 1954, 64½.
Quebec.—4 p.c. 1888, 88½.
Saskatchewan.—4 p.c. 1951, 76.

Municipal.

Calgary.—4½ p.c. 1930-42, 87.
Edmonton.—5 p.c. 1927-48, 72; 4½ p.c. 1929-49, 71; 4 p.c. 1930-51, 77; 5 p.c. 1923-53, 86½; 5 p.c. 1923-53, 75; 5 p.c. 1953, 77½.
Fort William.—4½ p.c. 1922-41, 86.
Montreal.—4 p.c. 1932, 78; 4½ p.c. 1951-3, 76½; Maisonneuve 4½ p.c. 1949-50, 73; 5 p.c. 1952-3, 94.
N. Vancouver.—5 p.c. 1963, 75.
Ottawa.—4 p.c. 1926-46, 82.
Point Grey.—5 p.c. 1933-62, 80½.
Port Arthur.—5 p.c. 1922-43, 80½.
Quebec.—4 p.c. 1923, 90½.
Regina.—4½ p.c. 1925-52, 64.
Toronto.—4 p.c. 1944-8, 69½.
Vancouver.—4 p.c. 1947-9, 64; 4 p.c. 1950-2, 62½; 4½ p.c. 1953, 66½.
Victoria.—4 p.c. 1962, 62½; 4½ p.c. 1962, 68½.
Winnipeg.—4 p.c. 1921-36, 70½; 4 p.c. 1940-80; 4½ p.c. 1943-63, 80.

Railways.

Alberta & Gt. Waterways.—5 p.c., 79½.
Algonia Eastern.—5 p.c., 30.
Atlantic & St. Lawrence.—6 p.c., 75½.
Buffalo & Lake Huron.—1st Mort., 82; 2nd Mort., 82.
Can. Northern Ont. 3½ p.c. 1938-66, 3½ p.c. 1961-66, 4 p.c. 1950, 72½; 4½ p.c. 1950-79, 79; Que. 4 p.c. 1950, 57; 4 p.c. 1950-79, 57; 3 p.c. 1953-58; 4 p.c. 1930, 91; 5 p.c. 1908-1949, 4 p.c. 1934-32½.
Can. Pacific 12½ p.c. 4 p.c. Non-Cum. Pref., 60½; 4 p.c. Perp., 66; Algonia 5 p.c., 81; Sps. Inv. 6 p.c., 121½.
Dom. Atlantic.—60½.
Edmonton Dunvegan.—4 p.c., 65½.
Grand Trunk Pacific.—Branch 4 p.c., 83; 5 p.c. 1962, 62½; 4 p.c. 1955 A, 58; 4 p.c. 1955 B, 58; Lake Superior 4 p.c., 63½; 4 p.c. Debs., 38.
Grand Trunk, 87½; 4 p.c., 56½; 5 p.c. 1st Pref., 40½; 5 p.c. 2nd Pref., 29½; 4 p.c. 3rd, 12½; Bord. Perp. 5 p.c., 72½; Pref. 4 p.c., 58; Gt. West. Bord. Cap., 70½; 6 p.c. 3-Yr. Notes, 96½; Western 4 p.c. Dollar Bds., 82½.
Gt. Northern.—4 p.c. 1934, 85½.
Manitoba N.W.—5 p.c., 105½.
New Brunswick.—5 p.c., 84½; Perp. 4 p.c.,

Our 400 Branches give us direct representation in every Province in the Dominion and place us in a position to offer merchants, manufacturers and individuals every possible banking accommodation. We also have Agents in all the principal cities in America; while our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at Paris, Yokohama, Tokio, Shanghai, San Francisco, etc., enables us to serve efficiently all who desire to finance international transactions.

COMPANY REPORTS, &c.

Bank of Montreal.—A dividend of 3 per cent. has been declared for the quarter ending April 30, payable on June 1.

Union Bank of Canada.—A quarterly dividend of 2½ per cent., payable on June 1, has been declared on the capital stock for the period ending May 31.

Canadian Bank of Commerce.—A dividend of 3 per cent. has been declared on the capital stock for the three months ending May 31, payable on June 1.

Montreal Light, Heat, & Power.—A dividend of \$2 is announced on the Common share, payable on May 15, and a dividend of \$1½, payable on the same day, in the case of the Montreal Light, Heat and Power Consolidated.

Merchants Bank of Canada.—Advice has been received from Montreal by the London branch that the following have been elected directors of the bank:—Messrs. John Bailie, Norman J. Dawes, and Ross H. McMaster all of Montreal.

British Columbia Breweries (1918).—Numbers are announced of 305 bonds of the 6 per cent. 20-Year First Mortgage Gold Bonds drawn for redemption on July 1. The total sales for February were \$114,552, compared with \$126,485 for February, 1920; net profit, \$17,338, compared with \$48,023.

Hamilton Car.—The Hamilton Car Co., Ltd., has been organised for the purpose of carrying on the business heretofore conducted under the name of the National Steel Car Corporation, which, in December, 1919, took over the National Steel Car Company. When the National Steel Car Corporation took over the National Steel Car Company, it assumed the entire indebtedness of the latter company, paying therefore 1,900 shares out of a total of 100,000 shares issued of the new company. In addition, one-half of the net profits realised upon liquidation of the old company's claims arising out of certain contracts with the French Government were to be retained by the old company.

Canadian Dominion Development.—It was stated by the Chairman at the ninth annual general meeting at Liverpool last week, that the interruption, through a fire, of their revenue from their holding in the Cadomin Coal Company had rendered their financial position very critical, and the directors, after careful consideration, had come to the conclusion that unless there were a speedy and unexpected improvement, the only course to adopt was to liquidate the company, either by a formal liquidation or by selling the company's properties at the same prices as though the company were actually in liquidation. By this course something might be saved for shareholders, which would not be the case if they had to struggle on under existing conditions. The suggested course of realising the assets as quickly as possible was approved by the shareholders. The company has a debit balance of £36,000 and a bank overdraft of £13,431.

Ontario & Quebec.—5 p.c. Perm., 78.
Pac. Gt. Eastern.—4½ p.c., 83.
Quebec Cent.—1st Mort. 4 p.c., 63; 2nd Mort. 3½ p.c., 56.
Toronto, Grey & Bruce.—4 p.c., 64½.

Financial, Land, etc.

Anglo-Newfoundland.—5 p.c. 1st Debs., 82½; 2nd Debs., 106½.
Bk. of Montreal (Lond. Reg.)—45½.
Brit. Empire Trust.—5 p.c. Perp. Pref. 12s. 1½d.
Calgary Edmonton.—7½.
Can. Land & Irrigation.—3/7½; 6 p.c. Debs., 25.
Hudson's Bay.—13½; Pref., 79 4½.
Trust & Loan.—6½; Debs., 65½.
Western Can. Land.—6d.

Electric Power and Traction.

B.C. Elect.—Def. Ord., 51; Perp. Pref. 56; 4½ Perp. Debs., 57.
Brazil Traction.—34; Pref., 75.
Can. Gen. Elect.—Com., 122.
Cities Service.—Fractions, 250.
Shawinigan.—Cap., 115; Bds., 112; 5½ p.c. S.F.G. Bonds, 104½.
Toronto Power.—4½ p.c., 74½.
Vancouver Power.—4½ p.c. Perp. Pref., 54½.

Iron, Coal and Steel.

Can. Vickers.—6 p.c. Debs., 79.
Can. Iron Foundries.—Com., 8; Pref., 25.
Dom. Iron & Steel.—5 p.c. Bds., 70½.
West. Can. Collieries.—94½.

Mines.

Kirkland Prop.—12½.
Mining Corp. of Can.—3½.
Mond Nickel.—8 p.c. Mort. Debs. 99½; 8 p.c. Mort., £25 pd., 27½; Ord., 24½; 7 p.c. Cum. Pref., 17½; 7 p.c. Non-Cum. Pref., 13½; 5 p.c. 1st Debs., 82.

Miscellaneous.

Bell's Utd. Asbestos.—26½/104.
B.C. Breweries.—6 p.c. Gld. Bds., 72; Shares, 21s.
Brit. Controlled Oilfids.—6/6; 7 p.c. Pref., 8½.
Can. Cement.—6 p.c. Bds., 101.
Can. Car.—6 p.c. Bds., 100.
Can. Western Lumber.—5 p.c., 59; 5 p.c. Inc. Debs., 9½; Def. Int. Warrants, 65.
Can. Steamships.—Com., 26½.
Furness Withy.—22½; Pref., 6 11½.
Imp. Tob. of Can.—17½; 6 p.c. Pref., 16 6.
Lake Superior Paper.—6 p.c., 83.
Marconi of Can.—8½.
Spanish River Pulp.—7 p.c., 83; 6 p.c. S.F.G., 94.

Mr. A. L. Nunn, London representative of the National Trust Co., Ltd., announces that that company has been appointed transfer agent in Toronto and Montreal for the newly-formed British Empire Steel Corporation.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Day:

Consols Account Day, Tuesday, May 3

Ticket Day, Thursday, May 12

Wed. May 11.

THIRDMORTON STREET, Tuesday

The Stock Exchange has had a quiet week, but the undertone has not been unfavourable. The continued coal strike and the Budget have been restrictive influences. Money, however, has shown a marked slackening tendency, and this has been a counteractive factor, and has encouraged fresh hopes of an early reduction in the Bank rate. The Budget statement has also proved colourless, and its influence as a check to business is passing. Markets as a whole, however, lack a good lead, and the increasing industrial effects of the coal stoppage are calculated to induce caution.

Gilt-edged issues have been cheerful, but are now slightly under best. The success of the Indian 7 per cent. Loan, which was over-subscribed, assisted sentiment generally. The Government's proposed conversion of 632 millions of 5 per cent. National War Loan into 4½ per cent. War Loan is likely to help market conditions by converting temporary into more permanent debt. Home rails have been off colour on the coal news and the refusal of railwaymen to handle coal transport. Dollar securities have been mostly dullish, owing to the rise in sterling at New York, and Argentine rails have continued on the down grade in the absence of support.

The general appearance of the foreign market has been firm. South Americans have shown more activity and cheerfulness. Among mines, Kaffirs, after a good advance, have now partially reacted. Oil shares have been gaining animation and strength, while rubbers remain very neglected. Industrials have ruled steady to dull, without much activity.

Among Canadian securities there has been a modest volume of business to report, and there has been an absence of pronounced features. The gilt-edged issues of the Dominion hold steady, the Fours at 72 and the 4½ per cents. at 93. Municipal bonds are about the same, with a good tendency.

Among railroad stocks, Canadian Pacific have lacked firmness, and are rather lower on balance at 140, in sympathy with the dollar. Grand Trunk Guaranteed Fours at 56½ have shed a point, but junior stocks have marked time. We refer to the latest developments elsewhere.

Hudson's Bays, among land descriptions, have continued in favour, and though now below the top, are ¼ up on balance at 6½. Lower-priced shares remain mostly hard.

Industrials have presented an irregular appearance. Dominion Steels at 45 have yielded a point, and Canadian Car Common and pref. have also lost a point at 34½ and 72½ respectively. Canada Cement issues have not varied, and Canadian General Electrics hold at 121½. There has been a fall of 4 to 8½ in Spanish River Pulp pref.

Brazil Tractions at 34 are 2 lower, but Mexican traction senior issues are 1 to 2 points better.

Canadian silver-mining shares have not been much in evidence.

OUR MONTREAL LETTER.

MONTREAL, April 14

The downward trend of prices, which I reported in my last letter, continued during most of last week. At times considerable selling pressure was in evidence, especially in the case of Steamships Common and Pref. and Brompton, though towards the end of the week both of these stocks were firmer, the former because of Mr. Norcross's statement that the Preferred dividend is safe, and Brompton owing to the announcement that the new financing required by the company had been successfully arranged. This is to consist of an issue of \$2,500,000 8 per cent. convertible bonds, of which, it is said, the directors have taken \$1,000,000 for investment, leaving the rest for public issue. The issue has been placed with Messrs. Greenshields & Company, with whom Messrs. Hanson Bros. will be associated. Towards the end of the week the general price trend showed some slight improvement, and this carried on into this week, markets being rather less dull, with Laurentide a strong feature advancing a couple of points. The other paper stocks were quiet, though Riordon was rather firmer on the announcement of the appointment of several new directors, prominent among whom is Mr. F. P. Jones, vice-president and general manager of the Canadian Cement Co. Mr. Jones is appointed vice-president of the Riordon Co., and it is understood that he will take an active interest in the management of the company. Other new directors are Mr. G. M. McKee, managing director of the Donacanna Paper Mills; Mr. F. N. Southam, who is vice-president of W. Southam & Sons, who own and control a large number of newspapers in cities throughout Canada; and Mr. F. E. Bronson, who is president of the Bronson Co., of Ottawa, and a director of the Ottawa Light, Heat & Power Company.

On Tuesday, though the paper stocks generally were quiet, Laurentide continued active, and Wayagamack came in for a sudden rise of about 4 points. The steel stocks were firm, Dominion Steel gaining a point and Steel of Canada a fraction. Consolidated Smelters held firm, despite the somewhat discouraging report: their steadiness indicates probably that the market had already fully discounted the effect of the metal market situation on the company's business. Yesterday,

though quiet, markets continued firm, and price movements leading slightly upwards. Laurentide the most active stock, moving fractionally, as did Brompton. As current dividend accounts that most stocks are now selling at prices considerably below their intrinsic value, but as usual at times of depression, there is very little demand of any having interest on the part of the public. Therefore, will not improve until with better general conditions move begin to move strongly upwards again.

Among prices at the close of business yesterday, Abitibi was 37 ½, Brompton, 33 ½, Canadian Car, 32, Pref. 65 ½, Cement, 57½, Pref. 90, Can. Cottons Pref. 75, Can. Gen. Electric, 110½, Can. Steamships, 25, Pref. 52½, Smelters, 15, Don Bridge, 70½, Don. Cement, 21, Don. Steel, 41½, Don. Textile, 119, Pref. 100 ½, Lake of the Woods, 144, Laurentide, 91½, McDonald, 17, Montreal Power, 33, Montreal Tramways, 140, P. & M. P. R., Quebec Rly., 25½, Riordon, 107, S. & N., 105, Span River, 73 ½, Pref. 61½, Steel of Canada, 56½ ½, Pref. 90½ ½, Wabasso Cotton, 46, Wayagamack, 70½.

Among the bank shares I note recent transactions in Commerce at 182, Merchants' 179, Montreal, 209½, Nova Scotia, 257, Royal, 202, Union, 155.

It is officially announced that the fully paid cumulative 7 per cent. Second Preference shares and Common shares of the British Empire Steel Corporation will be available on April 16 for exchange, through the National Trust Co., Ltd., Montreal, for the Dominion Steel and Nova Scotia Steel & Coal Co.'s shares.

RAILWAY EARNINGS (Gross). Seven Days Ending April 21.

Canadian Northern, \$1,038,400; decrease, \$67,300.
Canadian Pacific, \$3,065,000; decrease, \$539,000.
Grand Trunk, £257,628; increase, £9,693.

CANADA'S RAILWAYS.

A preliminary report on railway statistics for the year ended December 31, 1919, issued by the Dominion Bureau of Statistics, shows that passengers carried during the twelve months increased nearly 10 per cent. over the previous year. Single track mileage increased only 162 miles. Freight carried decreased 5,211,792 tons, or 4.5 per cent. The average number of employees increased 14,951, or 9.4 per cent., and salaries and wages increased \$24,383,079, or 11.7 per cent. The average wage per hour increased 8 per cent. The ratio of salaries and wages to the operating expenses was 62 per cent., and to gross earnings, 57 per cent.

Only five steam railways paid dividends during the year. They were the Canada Southern (Michigan Central), Canadian Pacific, Napierville Junction, Thousand Island, and Toronto, Hamilton and Buffalo.

The total capital expenditure on Government railways is shown as \$413,590,678.

Development of the extensive coal bearing areas on Round Island, B.C., near Dadds Narrows, has been commenced. It is expected that shipments will commence within three months. Mr. J. Arbutnot, of Nanaimo, is the owner of the property.

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Paid-up Capital - £410,958 18 2

Reserve Fund - £410,958 18 2

Assets under Administration £19,395,350 9 4

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LONDON OFFICE: 53, CORNHILL.

J. B. DONNELLY, D.S.O., Manager.

Reserve Fund and

Undivided Profits \$9,475,585

Total Assets (30th Oct. 1920) - \$209,000,000.

Special Department at Montreal gives

up in Canada all information regarding

Water Power, Sites, Tariffs, etc.

INVESTMENT NOTES.

Speaking to a representative of *Canada* this week, Mr. W. W. Butler, president of the Canadian Car and Foundry Co., who is now visiting London, expressed entire confidence in the inherent soundness of Canadian conditions. While agreeing that Canada has been, and indeed is, still experiencing a period of industrial and commercial depression, Mr. Butler pointed out that Canadian enterprises were, as a rule, in a better condition than similar concerns in the United States in that the former were not so heavily burdened by carrying large stocks of goods and their finances were more liquid, being thus well placed to take advantage of the more active conditions which must recur in due course. Meanwhile he pointed out that there was no lack of money in the Dominion: the big Canadian banks had great funds at their disposal, and, while rightly conservative, were quite prepared to afford the usual banking assistance to any firm whose position and business warranted them in so doing. In regard to the recent slump in the Canadian stock markets, Mr. Butler suggested that stocks had previously risen above their real values, and that, while the present fall might have gone unnecessarily far, it had been obvious that prices would have to find the levels at which they would be attractive to the public. The railway situation, with the big deficits on the national system, was, said Mr. Butler, the most difficult problem Canada had to face at the moment, and he was inclined to agree with those who think that the solution of this will be found in the encouragement and assistance of the immigration of farming population. But, in general, he declared that Canada was sound financially and commercially, and in point of natural wealth this had hardly been scratched. As an instance in this latter connection, he alluded to the oil discoveries in the Mackenzie River country, which he believed would become one of the greatest oil-producing regions in the world, and which, when fully developed, would probably suffice to take care of the whole present national debt of the Dominion.

* * *

Since the deferring several months ago of the usual quarterly dividend declaration by the Consolidated Mining and Smelting Co. of Canada it has been generally realised that the slump which occurred last autumn in the market for metals must have seriously affected the earnings of the big British Columbian enterprise, though by reason of the much greater diversity of its interests it would not feel the slump so severely as the U.S. copper-producing companies have done. The directors have now decided to suspend dividend payments, and the report for 1920, which is now available, shows that the anticipations referred to above were accurate.

* * *

In the course of a survey of the conditions which obtained last year, the president of the company, after comparing the prices of some of the principal metals, lead, zinc, copper and silver, produced by the company, in August, 1920, with the prices at the end of the year, states that, given a reasonable monthly production at the August price levels, the company would have fully earned its dividends for the year. He points out, however, that the decline in metal prices practically coincided with several increases in operating costs, and forced the directors to the decision last December to defer further dividend declarations.

* * *

As a result the net profits for 1920, after allowing for depreciation, etc., but not bond interest, amounted to \$291,349, as compared with \$1,161,605 in 1919 and \$949,245 in 1918. Of this amount bond interest absorbed \$251,023, so the expectation referred to by our Montreal correspondent, that the company would be shown to have earned its bond interest despite the slump, is shown to be justified. But the three quarterly dividends, payment of which had been fully justified by the situation during the early part of 1920, took \$790,027, and taxes \$99,618, so the previous profit and loss surplus had to be diminished by \$849,319 to make good the deficit from the year, and now stands at \$899,014.

* * *

The report of the West Kootenay Power and Light Co.—a subsidiary of the Consolidated Mining and Smelting Co. of Canada—for the sixteen months which ended on December 31, 1920, is now available. Gross earnings for the period were \$794,101, so that they averaged well up to the earnings for the twelve months to August 31, 1919, which were \$660,129, and after deducting expenses and bond interest the balances, \$435,619, also compares well with the figures at the end of August, 1919. After an allowance of \$291,342 for depreciation and other considerable allowances for sinking fund, adjustments, etc., the surplus was \$51,567, of which payment of Preferred dividends absorbed \$28,000, leaving only \$23,567 of earnings towards the \$323,140 which was paid in Common dividends, the result being that the surplus brought forward into the accounting period was reduced to \$179,721.

All three new directors who have recently been appointed to fill the vacancies on the board of the Merchants' Bank of Canada are intimately concerned with important Canadian industrial enterprises. Mr. Ross H. McMaster is vice-president of the Steel Company of Canada; Mr. Norman J. Dawes is president of National Breweries, Ltd., and a director of the Windsor Hotel Co., the Dominion Bridge Co., the Wayagamack Pulp and Paper Co., the National Trust Co., and other companies; Mr. John Baillie is managing director of the Dominion Oilcloth Co., president of the Canada Linseed Oil Mills, and director of Dominion Textile, and Penmans Limited.

* * *

THE RAILWAY SITUATION.

Downward Revision of Rates Promised.

Speaking at Calgary last week, the Hon F. B. Carvell, Chairman of the Dominion Railway Board, said he would like to see the day when Canadian business men and railway officials would gather round a table and settle their own differences instead of adopting awards made in the United States. He promised (according to the Toronto correspondent of the *Times*) that when the present rates expired in July, 1922, there would be a revision downward if he was then chairman of the Commission. The real iniquity of the McAdoo and Chicago awards, declared Mr. Carvell, was not the amount of wages paid for work but payments for idleness and overtime. Wages in many cases were unreasonable, though he had no desire to attack individuals before the public had the official figures which would give to anyone who cared to see them corroboration of his statements.

Quebec Premier on Nationalisation.

The Hon L. A. Taschereau, Premier of Quebec, speaking at Montreal last week, described the nationalisation of railways as the first breach of the Federal Compact, which might cause a split between the East and West of Canada.

"I do not want," he said, "to talk politics, but is not the great problem of Canada that of railways? The nationalisation of a great part of our railway systems may perhaps have saved the Western Provinces from the bankruptcy which threatened them, but at the same time this nationalisation threw upon the backs of the old Provinces a burden which, despite all good will, threatens to be too heavy. Many people ask, not without anxiety, if this nationalisation is not the first breach, and a strong breach, of the Federal Pact. We are now at the turning of the ways, the *status quo* or rupture of the Federal Pact, annexation to the United States, or independence. I should naturally prefer to see Canada not divided."

Mr. Hanna on the C.N.R.

Mr. D. B. Hanna, President of the Canadian National Railways, addressing the Canadian Club at Grillia, spoke optimistically about Canada's railways, and said there were not too many of them, as some people claimed. While the Canadian National Railways had not paid, if the people would only have patience, the Government railways would become an exceedingly valuable and profitable asset. As to the "no politics" order issued some time ago, Mr. Hanna said: "That order stands, and I believe that 90 per cent. of the National Railways employees are with me."

Saskatchewan Government's Threat.

The Saskatchewan Government is (according to the Toronto correspondent of the *Times*) threatening to foreclose on the branch lines of the C.N.R. in the Province owing to the default in interest payments by the Federal Government. Mr. Dunning, the Provincial Treasurer, states:—"The Dominion Government has taken the earnings from these lines, which in the past had been sufficient to pay the interest on their bonds, and merged them in the general Canadian National Railways' funds. The Province is well secured, and if this kind of loose business on the part of the Dominion Government continues, the Province will have no alternative but to foreclose under the terms of its mortgages."

* * *

CROP PROSPECTS.

Reports from the Western grain-growing Provinces indicate a continued bright outlook (says the Montreal correspondent of the *Daily Telegraph*). Seeding is well advanced, while the weather has continued to be warm. Late frosts are reported in a few sections. Seeding will be general throughout Manitoba, Alberta, and Saskatchewan next week, and the season is more than a week earlier than last year.

* * *

NEWFOUNDLAND UNEMPLOYED'S DEMANDS

Hundreds of unemployed paraded at St. John's on April 21 and visited the Newfoundland Legislature, demanding work and the withdrawal of the enactment restricting trade. The Government has announced (says Reuter's correspondent) that it accepts all their proposals, and undertakes to start relief works.

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CANADIAN ARCHBISHOP'S DISAPPROVAL.

Archbishop Bruchesi has issued a pastoral in which he denounces modern feminine fashions, the tendencies of the cinematograph, certain dances, and the Young Men's Christian Association (says the Toronto correspondent of the Times).

Through the Y.M.C.A., he says, adolescents are carried off by persons who despoil them of their precious inheritance, the Christian Faith and Doctrine inherited from the Fathers, and lead them insensibly to hesitate to-day between contrary opinions, to-morrow to doubt them all, and finally to embrace a sort of vague and undecided religion which has absolutely nothing in common with the religion preached by Jesus Christ.

As for feminine dress, the Archbishop says:—"Some of these styles are merely ludicrous, others by adding indecency to wretched taste shock the upright conscience. These semi-nude fashions are not fit for even questionable characters, yet respectable married women and young girls do not hesitate to appear at the very altar rail attired in a manner shocking to common decency."

— * * —

Canada has paid over \$163,000,000 in War Service Gratuities.

The Dominion Government has reduced by 25 per cent. the bonus granted to civil servants since 1917 as an offset to the increased cost of living, according to Reuter's Ottawa correspondent.

OVERSEAS GOLF CLUB.

The Overseas Club and Patriotic League have formed a golf club with the object of promoting further the good feeling between sportsmen at home and abroad.

Arrangements have been made for the first handicap meeting to be held at Neasden on Empire Day, May 24, for a silver cup, which has been presented by Mr. S. J. Gilchrist, of the British American Tobacco Co. It is proposed to hold four competitions during the year, which will be open to members of the British Empire who were born overseas or who have spent at least two years abroad. The subscription is £1 ls. per annum.

The competitions are for men only at present, and all who desire to enter for the first competition should apply, stating their handicap, to the Hon. Secretary, Overseas Golf Club, General Buildings, Aldwych, London, W.C.2.

— * * —

CANADA AND SUMMER TIME

In the Dominion House of Commons last week (says Reuter's Ottawa correspondent) it was stated that the Government would not introduce legislation to establish "daylight saving" time.

In the absence of a Federal enactment last year some municipalities adopted daylight saving, but others did not, with the result that much public inconvenience was caused.

— * * —

Thomas Gratton Esmonde, the alleged Sinn Fein envoy, was committed for trial at Vancouver last week. He was allowed bail, which was fixed at \$7,500.

BANK OF MONTREAL. EST. 1817

Paid-up Capital \$22,000 000. Rest \$22,000,000. Undivided Profits \$1,251,850. Total Assets (Oct. 30, 1920) \$580,150,812.

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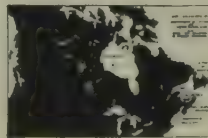
	Per Annum.	6 Months.	3 Months.
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The General Committee of the Royal Automobile Club, London, has accepted application for affiliation with the R.A.C. from the Quebec Automobile Club and the Victoria (B.C.) Automobile Club.

The 1921 edition has now been published of that wonderfully concise little reference book "5,000 Facts about Canada," compiled by Frank Yeigh (Canadian Facts Publishing Co., 684, Huron Street, Toronto; 90 cents). It contains about 80 pages of striking facts and figures.

Forty-two car-loads of Saskatchewan wheat and 25 car-loads of Alberta cattle have been despatched to the United States in anticipation of its adoption of the Young Tariff Bill.

Canada will be the headquarters of what is known as the Order of Job's Daughters, which has been instituted to band together the daughters, sisters, nieces, and granddaughters (age 13 to 18) of Freemasons and members of the Eastern Star for the betterment of social conditions and the teaching of practical duties.

Banking and Finance.

Latest Grand Trunk Developments.

It is in every way satisfactory to learn that there is a good prospect of the deadlock in connection with the Grand Trunk Railway arbitration proceedings being speedily overcome, and the proceedings which were broken off resumed and brought to an equitable conclusion. The resumption of the arbitration depends upon the acceptance by the company of the demand by the Canadian Government for the transfer of the system to the Government as a preliminary to the reconstitution of the Arbitration Court. The necessary legislation authorising this resumption was introduced into the Canadian Parliament on Tuesday of last week, and it is gratifying to learn from the company that after considering this Bill "the Board is of the opinion that, provided an agreement satisfactory in form can be arranged assuring enough time to bring arbitration proceedings to final award, the plan outlined in the Bill forms an acceptable solution of the present difficult position and that it is in the interests of all parties to endeavour to carry it into effect." A cable to this effect was transmitted to the company's counsel at Montreal on Thursday last, to be handed to the Dominion Premier. It was at the same time stated by the Board that they would communicate with the shareholders on the subject immediately they were in a position to do so. The reservation contained in the resolution passed by the Board need arouse no alarm, as it is only natural in the circumstances that they should take every precaution to safeguard the interests of their shareholders.

* * *

The Board and the Bill.

As the new agreement has to be signed by May 16, the directors are losing no time before consulting the stockholders as to the new development. A meeting of the various classes has been convened for May 12, when the position will be laid before them for their consideration and action. The necessity of the conclusive step proposed by the Board by its resignation in favour of appointees of the Canadian Government will doubtless be realised by the shareholders, to whom the re-appointment of the directors as a committee to carry the arbitration through to its completion will be a much more grateful task. Recent London Press comment on the matter has assumed the acquiescence of the Board in the demand for the immediate surrender of control of the system, and has commended the wisdom of the Board in arriving at the decision indicated by its cable message quoted above. The *Financial News* expresses the opinion that "the Bill having been accepted, it is not very probable that an agreement satisfactory in form will not be arrived at." In all the circumstances we think there is every prospect of a satisfactory emergence from the present lamentable deadlock, and we should advise holders of the different classes of stock to place implicit confidence in the directors of the company and the Canadian Government to arrive at an agreement which will eventually prove acceptable to both parties.

* * *

Colonial Bank's Progress In West Indies.

In his speech to the shareholders of the Colonial Bank, Mr. C. F. Wood was able to make the gratifying statement that the increase of trade between the West Indies and Canada was particularly noticeable, especially in the case of imported flour, for which the Dominion has almost entirely superseded the United States. Regarding the West Indies-Canada trade agreement, Mr. Wood referred to the interesting figures recently quoted in Parliament, showing that the total trade between the two countries amounted to \$35,000,000 for the year ending March, 1920, as compared with \$29,500,000 for 1919 and \$27,300,000 for 1918. Mr. Wood said the question of West Indian currency is receiving a considerable amount of attention in the West Indies at the present time, and it has also been rumoured that a West Indian Currency Board may possibly be set up on the same lines as that operating in West Africa, which has been in operation since 1912. Assuming that such a move is contemplated, Mr. Wood thought it should be borne in mind that the two problems are, for several reasons, totally dissimilar, and what may be good and useful in one case is not necessarily so in the other. In West Africa intercommunication is frequent and good and currency can readily be moved to points where it is required, whilst the population of the Colony is at least ten times as great as that of the whole of the West Indies, and it will for many years absorb large quantities of coin.

* * *

Inauspicious Time for Currency Experiments.

Quite contrary conditions obtain in the West Indies. Communication between British Guiana, Jamaica, and the various islands is much more difficult and infrequent, and the total population is under 24 millions, in widely scattered communities; whereas Nigeria alone has over 17 millions. Mr. Wood, in concluding his remarks on this subject, said the Colonial Bank would, of course, always take

an interest in any reform that would benefit the countries where they carried on their operations, but he doubted whether the present was the time for experiments or for any alteration of a system which has worked successfully and economically for generations. And he added as a pendant to his general statements with regard to the subject under consideration the remark that perhaps recent events in East Africa had not tended to inspire confidence in the untailing wisdom of Currency Boards and Committees. Coming from one so intimately identified with both regions and their monetary conditions and requirements, Mr. Wood's frank comments on such a development as that which it is understood is under contemplation should receive the consideration of those responsible for the final decision in such an important experiment in Colonial currency reform.

WAR FILM PROFITS.

The third and final report of the War Office Cinematograph Committee charged with the production of war films states that since the issue of the second report a further profit of £6,518 6s. 1d. has been earned, making the final balance available for division £18,719 19s. 4d. Of this £18,500 has been disposed of as follows:—To British War Office charities, £2,500; to Lord Haig's Fund for the benefit of Ex-Officers and Men in the United Kingdom, £5,000; to Canadian War Memorial Fund, £3,500; to Australian Government for war charities, £6,000; to New Zealand Government for war charities, £1,500.

The balance, after payment of any outstanding expenses and contingent claims, is to be paid to the War Office for British war charities. The total contribution to British and Colonial war charities made from the funds of the Committee and the balance taken over from the British Topical Committee has been £77,509, of which £13,500 has gone to Canadian war charities and the War Memorial Fund.

* * *

THE OUTLOOK IN BRITISH COLUMBIA.

Optimism marked the speeches of the Presidents of the Board of the Trade and the B.C. Manufacturers' Association at the annual meetings.

The retiring President of the Board of Trade, Mr. Blake-Wilson, declared that Vancouver and British Columbia need have no fear of the future. He based the remark on the great potential wealth of the Province and the many splendid opportunities for the lucrative investments of capital. If caution and foresight were exercised there would be an end of the recurring periods of depression which had visited British Columbia in the past. He urged the Board to assist the authorities in developing a sound colonisation scheme which would ensure a strong agricultural community.

Mr. J. H. Falconer, President of the Manufacturers' Association, made an appeal to labour to fall into line with the general reconstruction and be willing to accept lower wages to allow the manufacturer, contractor and general business man to start operations to give continuous employment. He also emphasised the need of greater efficiency on the part of labour. He said that wages were now practically on a par from coast to coast, living conditions in the East being as high as in British Columbia. If labour agreed to keep wages on a par throughout the Dominion there was no reason why any Eastern material should be sold in competition with material produced in that Province.

— * * —

COAL ON CROWN LANDS

Regulations have been issued by the Department of the Interior at Ottawa, permitting the mining of coal for domestic purposes, but not for sale, on Crown Lands in the Provinces of Alberta, Saskatchewan, Manitoba, and in the Yukon and North-West Territories and the railway belt in British Columbia.

Mining rights may be obtained for \$5 a year, payable in advance, and in addition to an annual rental of \$1 per acre a year. The maximum area which may be mined on one permit has been placed at one acre, and only one permit will be issued at a time. A royalty of 25 cents per ton of 2,000 lb., will be paid by the person mining.

— * * —

The headquarters of the Church Army Emigration Department are now at 15, Waterloo Place, London, S.W.1, and those of the Child Emigration Society at Savoy House, Strand, W.C.2.

"The Canadian Red Cross Mission to Siberia did more towards the raising of British and Canadian prestige amongst the Russians than any other organisation or mission in Siberia," declares Colonel D. D. Young, Canadian Red Cross Commissioner to Siberia.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 6s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

FRUIT FARMER (Devon).—The Provinces in Canada best adapted for fruit farming are Nova Scotia, New Brunswick, Ontario, and British Columbia.

K. D. C. (Peterborough).—In Quebec Province separate schools are provided for Roman Catholics; otherwise Canadian schools are generally strictly unitarian.

D. C. W. (Chester).—The numbers of killed and wounded in the Halifax explosion in 1917 were 1,200 and 3,000 respectively, and the damage to property was estimated at between 40 and 50 million dollars.

E. B. J. (Newcastle).—An auctioneer can practise in Canada by the payment of an annual licence fee (the amount of which varies in the different Provinces) and the execution of a bond, with two securities.

INTERESTED.—A full description of the new conflicts at Fort Norman, including a statement as to the different routes by which they may be reached, appeared in *Canada* of March 5 and 12.

C. T. S. (Kidderminster).—We believe the statement to which you allude to be substantially correct, but we cannot avouch its accuracy, as we have not yet been furnished with an official announcement on the matter.

H. J. (Bournemouth).—Application for copyright in Canada must be made to the Minister of Agriculture, Ottawa; three copies of a book must accompany the application, and the interim fee is 50 cents, registration \$1. The copyright lasts for 25 years.

HOLDER.—Local advice which we have now received indicate that there is at present no demand for this class of property. It is thought to be worth holding with the expectation of realising at a moderate price at some future time, especially as any sale which could be effected at present would have to be at a "rubbish" price. Our informants suggest that the valuation you mention seems excessive, but decline to value the property at the moment for reasons which are sufficiently indicated in this reply.

T. B. (Glasgow).—The brief, cable news gives no information as to any special causes for the slump, other than those which have been more than once alluded to by our Montreal correspondent in his weekly letter, viz., a feeling of uncertainty and uneasiness as to the amount of new financing necessary, the prospect of effecting it upon favourable terms, and the regular maintenance of the preferred dividends. Information at present available indicates that the company enjoyed a prosperous year, and maintained a high rate of earnings, but is short of working capital.

FRANK.—We have not yet seen the report for 1920, which, however, should soon be available, and we are, therefore, not aware what effect recent trade conditions exercised upon the company's business in the latter part of last year. Prior to that time, however, the company was steadily forging ahead, and the reason is reason to suppose that in time it will reach the stage of paying dividends upon its ordinary stock. That point looked to be not far distant a year ago, as for 1918 the surplus earnings applicable to the common stock represented about 5 per cent. on that issue, and in 1919 the percentage was slightly greater.

H. T. B. (Shaw).—Our information bears out that which you have received from the source you quote, viz., that there is no

demand at present for unimproved property of the class in question. This being so, the only alternatives would seem to be either to retain your ownership in the hope of a demand arising, or to allow your ownership to lapse, which will occur through the sale of the property for unpaid taxes. As to whether the prospects warrant you in paying taxes on this lot, you obviously need local advice, and we should advise you to write to some real estate firm on the matter. We shall be pleased to mention the name of such a firm should you desire us to do so.

With 137,590,590 bushels passing through their elevators, the twin ports of Fort William and Port Arthur lead all points on the American Continent in the amount of wheat handled in 1920, according to the report issued by the Grain Commissioner. These ports were second in oats, fourth in barley and third in flax. Minneapolis comes second with 112,000,000 bushels handled.

PUBLIC NOTICES.

THE CANADIAN BANK OF COMMERCE.

DIVIDEND No. 137.
NOTICE IS HEREBY GIVEN THAT A DIVIDEND of Three per Cent. has been DECLARED upon the Capital Stock of this institution for the three months ending 31st May next, and that the same will be PAYABLE at the Bank or its Branches on and after Wednesday, 1st June next, to Shareholders of record on 16th May, 1921.

The Transfer Books will be closed from 17th May to 31st May, both days inclusive. By order of the Board.

CHARLES CAMBIE, London Manager
2, Lombard Street, E.C.3.
23rd April, 1921.

GRAND TRUNK RAILWAY COMPANY OF CANADA.

NOTICE IS HEREBY GIVEN THAT A Special General MEETING of the Stockholders of the Grand Trunk Railway Company of Canada will be HELD at the CANNON-STREET HOTEL, Cannon-street, London, E.C., on THURSDAY, the 12th May, 1921, at eleven thirty o'clock in the forenoon, for the purpose of considering, and if approved authorising the execution and completion of a proposed agreement and the present agreement dated 8th March, 1920, between His Majesty the King, represented by the Minister of Railways and Canals of Canada, of the first part and the Grand Trunk Railway Company of Canada of the second part, the draft of which amending agreement will be submitted to the meeting, and under the terms of which amending agreement the members of the present Board of Directors are to resign office, appointing nominees of the Government of Canada in their stead; and for the purpose of constituting the present Board of Directors of the Company to act as a committee to represent the Preference and Ordinary Stockholders of the Company in the arbitration between the Government of Canada and the said Stockholders with the powers referred to in the proposed draft agreement, and with authority to carry on the said arbitration to its conclusion, and to settle and determine any of the matters or questions involved therein and to do all such other matters and things as the meeting may authorize.

By Order,
ALFRED W. SMITHERS, Chairman.
H. DEER, Secretary.

Dashwood House,
9, New Broad-street, London, E.C.2.
26th April, 1921.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 5d. per line thereafter. Six words per line. Five insertions for the cost of four.

TO LET.

TO LET FURNISHED.—A delightful little Cottage in the most beautiful part of Surrey. Nicely furnished, two sitting and two bedrooms. Local domestic help can be arranged. Rent 2½ guineas. Apply "Surrey," c/o *Canada* Newspaper, 110, St. Martin's Lane, W.C.2.

FOR SALE.

FOR SALE.—Farm Lands in Western Canada at reasonable prices and on easy terms; eminently suitable for mixed farming, grain growing, etc.; convenient to railways, postal and business facilities.—Address enquiries, Box 555, *Canada*, 110, St. Martin's Lane, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring before you the names of WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory. Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C. G. A. Coughlin.
W. F. Chipman, K.C. L. H. Ballantyne.
G. P. Vanier. R. C. McMichael, K.C.
G. H. Montgomery, K.C. W. R. L. Shanks.
R. O. McMurtry. F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Dominion Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurende Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants, Bankers, and General Business, address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allens," Birmingham, England. Weldless Steel Tubes—TUBBS, Ltd., Roxby Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles. Zinc White Manufacturers—ORR, ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A. "Orr, Widnes."

The Jamaica Legislature has approved a regulation (says the Kingston correspondent of the *Times*) that steamers calling at Kingston regularly from New Zealand, Australia, Tasmania, and ships of the Canadian Government Merchant Marine, shall be exempt from tonnage and light dues for the next three years.

ENQUIRY COUPON.

"CANADA," No. 799. April 30, 1921.

This Coupon must be cut out and enclosed with all letters of enquiry except those from annual subscribers.

CANADIAN GOVERNMENT Trade Commissioners & COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to—

Argentina Republic.
R. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. Cable Address, Canadian.

Australia.
D. H. Ross, Canadian Government Trade Commissioner, Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. Cable Address, Canadian.

Belgium.
A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.
E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. Cable Address, Canadian.

British West Indies.
E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. Cable Address, Canadian.

China.
J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. Cable Address, Cancom.

Cuba.
H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. Cable Address, Cantracom.

France.
Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. Cable Address, Stadacona.

Holland.
George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.
W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. Cable Address, Canadian.

Japan.
A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office, 50-B, Main Street, Yokohama. Cable Address, Canadian.

New Zealand.
W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. Cable Address, Canadian.

South Africa.
W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. Cable Address, Cantracom.

South-Eastern Europe.
L. D. Willgress, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. Italy. Cable Address, Canadian, Milan.

United Kingdom.
High Commissioner for Canada, 17, Victoria Street, London, S.W.1. Phone: Victoria 8350.
Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. Cable Address, Sleighing, London.

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester. Cable Address, Cantracom.

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. Cable Address, Cantracom.

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. Cable Address, Canadian.

G. B. Johnson, Canadian Government Trade Commissioner, 67, Union Street, Glasgow, Scotland. Cable Address, Cantracom.

CANADIAN COMMERCIAL AGENTS.

Australia.
B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.
Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. Cable Address, Canadian.

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.
C. E. Sontum, Canadian Government Commercial Agent, Grubbeberg, No. 4, Christiansia, Norway. Cable Address, Sontums.

KRASSIN TO VISIT CANADA.

It is announced that M. Krassin, the head of the Bolshevik Trade Mission in London, is going to Canada on a temporary commercial commission at the end of May. It is understood that his visit will have no reference to anything but commerce.

Representatives of the Canadian bacon interests are in this country discussing matters outstanding between them and the Ministry of Food.

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following:—

A trading association in British Columbia is desirous of arranging for regular supplies of electric lamp bulbs, floor oil, washing compounds and similar supplies utilised in the upkeep of residential and office buildings.

A Canadian tannery with large capacity is prepared to export specialty leathers for bookbinders and for bag manufacturers.

A Canadian tannery can export about 1,000 sides per week of chrome side leather in black or colours, also chrome re-tanned in black or colours in all weights; correspondence invited.

A London firm with Continental agencies invites quotations for Canadian canned fruits from packers.

A London firm is open to purchase regular supplies of horns, horn tips, goose and other quills, and invites offers from Canadian producers interested.

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AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*. This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade among importers and wholesale merchants in Oversea markets, has extensive connections among English, Overseas and foreign buyers, and receives a constant stream of enquiries for agencies for Canadian productions, which are far more numerous in many lines of trade than the enquiries from Canadian firms seeking Overseas agents. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Overseas representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

— * * —

CRISIS IN PAPER-MAKING INDUSTRY.

The New York *Journal of Commerce* reports the development of a "critical situation" in the American and Canadian paper-making industry as the result of a vote taken by the Workers' Union on a proposal made by the employers to introduce a 30 per cent. reduction of wages and substitute a nine-hour for an eight-hour day.

An overwhelming majority of the men rejected the proposal (says the New York correspondent of the *Times*), and in view of the fact that the agreements between the companies and the Union expire on May 11, the opinion is widely held, says the *Journal*, that there is likely to be a complete stoppage shortly, crippling newspapers and printing and publishing houses throughout the United States and Canada. It is estimated that fifty paper mills would be affected.

— * * —

ONTARIO FLAX.

Experiments in the retting of flax in Canada are progressing. An Ontario grower satisfied himself that flax spread over the first fall of snow and allowed to remain until the spring developed a finer bleach than the Irish dew-retted flax, and that the textile strength was in no way diminished. Experiments by the Government Flax Division have, however, had contrary results, and in each case the textile strength has been greatly diminished.

— * * —

Experimental shipments of chilled meat will be exported to Great Britain from Alberta this year.

CANADIAN CHAMBER OF COMMERCE IN LONDON.

A further general meeting in connection with the formation of a Canadian Chamber of Commerce in London is to be held at Australia House at an early date to receive nominations for the Executive Council and to make further arrangements for the organisation of the Chamber.

Mr. R. B. Stewart, Hon. Secretary of the Nominating Committee, c/o Beatty Bros., 55, Holborn Viaduct, London, E.C.1, will be glad to hear from firms interested in Canadian trade who may desire to attend the meeting, so that they may be notified when the date of the meeting has been fixed.

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EXHIBITIONS OF CANADIAN PRODUCTS IN ENGLAND.

The Canadian National Railways are making an exhibit of agricultural produce at the chief agricultural shows in England this summer, and propose to include a display of goods manufactured in Canada. Importers of Canadian goods, and Canadian manufacturers who are interested in the British market, are invited to co-operate in making an interesting and practical display.

Firms interested should apply to the Publicity Department, Canadian National Railways, 42-45, New Broad Street, London, E.C.2.

— * * —

CANADA AND BELGIUM.

Mr. Godfroi Langlois, who has been the Agent-General for Quebec in Belgium for seven years, was (says the Montreal correspondent of the *Daily Telegraph*) honoured at a banquet in Montreal, which was attended by the Premier (Hon. L. A. Taschereau) and several members of the Government. The ex-Premier, Sir Lomer Gouin, lauded Mr. Langlois's efforts to promote Canadian trade in Belgium.

Mr. Langlois said he considered that there was a splendid opening for Canadian trade in this direction, and urged the necessity of extending State credits to enable the Belgians to take full advantage of the opportunities of securing Canadian products.

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CANADIAN DRY-GOODS VISITORS.

The following Canadians are members of the party of Canadian and American dry-goods men who have arrived this week on a six weeks' visit to the United Kingdom:—

Messrs. A. J. Dugal and Armand Dupuis (Dupuis Freres), Montreal; Mr. and Mrs. J. D. Chesney (Almy's, Ltd.), Montreal; Mr. C. O. Morgan (Henry Morgan & Co.), Montreal; Mr. and Mrs. Chris. Spencer (David Spencer, Ltd.), and Miss Jean Spencer, Vancouver.

The itinerary has been arranged by the Drapers' Chamber of Trade of the United Kingdom.

— * * —

HUDSON'S BAY FUR SALE.

The following prices current of the Hudson's Bay Company's Fur Sale, held on April 18, are furnished by Messrs. P. R. Poland & Son, 110, Queen Victoria Street, London, E.C.2:—

Beaver (15,459), 28s. to 175s. Black Bear (855), 1s. to 200s. Otter (992), 54s. to 310s. Red Fox (3,000), 20s. to 150s. Mink (12,182), 16s. to 78s. White Fox (5,306), 48s. to 230s. Wolf (615), 32s. to 350s. Marten (2,917), 70s. to 245s. Cross Fox (408), £10 to £53. Squirrel (49,948), 2s. 9d. to 5s. 9d. Fisher (569), 97 10s. to £34. Silver Fox (86), £16 to £50. Ermine (36,101), 2s. 6d. to 3s. 7d. Skunk (449), 11s. to 25s. Raccoon (309), 14s. to 31s. Brown Bear (91), 26s. to 95s. Hair Seal (1,834), 1s. 6d. to 3s. Musquash (95,693), 2s. to 8s. Lynx (601), 50s. to 240s. Wolverine (21), 60s. to 95s.

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The Dominion News Service, 9, John Street, London, W.C.2 (of which Messrs. Robert Donald, L.L.D., W. T. Cranfield and H. A. Taylor are the directors) have entered into an arrangement with the Dominion News Bureau, Ltd., Montreal, for the maintenance of a service of British and Continental news to the Press of Canada.

CANADIAN REPRESENTATIVES
IN LONDON.

Dominion of Canada.

High Commissioner's Office.—19, Victoria Street
S.W.1. High Commissioner, The Hon. Sir
GEORGE H. PARLEY, K.C.M.G. Secretary, Mr.
W. L. GRIFFITH. (Telephone: Victoria 8360).
Immigration Office.—Superintendent of Emigration,
LEWIS COLLETT, J. OED SMITH, 1, Regent Street,
S.W.1. (Telephone: Regent 2218 and 2219).

Province of British Columbia.

Agent-General.—Mr. F. C. WILKS, K.C., British
Columbia House, 13, Regent Street, S.W.1
(Telephone: Regent 266).

Province of Nova Scotia.

Agent-General.—Mr. JOHN HOWARD, 57, Pall Mall,
S.W.1. (Telephone: Regent 229).

Province of Ontario.

Agent-General.—163, Strand, W.C.2. (Telephone: Central 6427,
6428.)

Province of Quebec.

Agent-General.—LIEUT.-COL. P. PELLETIER, King's
House, 36 and 38, Kingsway, W.C.2. (Tele-
phone: Holborn 6512).

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir EDGAR B.
BOWLING, 68, Victoria Street, S.W.1. (Tele-
phone: Victoria 2392.)

CANADIANS IN LONDON

Arranged Alphabetically.

Alexander, Jas., Montreal.—Hotel Cecil.
Archibald, Charles, Halifax.—Berners Hotel.

B

Bickmore, Miss I. — 20, Coventry Club,
Notting Hill.
Black, Mrs. E. S.—Leatherhead, Surrey.

D

Defries, R. N., Toronto.—Constitutional
Club.
Digby, Dorothy, Vancouver.—Care of James
Crichton, 2, Gayton Road, Harrow-on-the-
Hill.

SHAFESBURY HOTEL.

Top of St. Martin's Lane.
In the centre of all theatres.
One Price. No Extras.

E

Eaton, Mrs. Horace, Toronto.—39, Inverness
Terrace, W.

F

Foley, William, Toronto.—Savoy Hotel.

G

Guiton, Helen G., Montreal.—Care of Mont-
real Star Office.

H

Hallam, Flt.-Comdr. Douglas, D.F.C.,
Toronto.—Carlton Hotel.
Hamilton, Guy C., and Mrs., Toronto —
Savoy Hotel.
Herd, W., Halifax.—Grand Hotel.
Heaketh-Williams, Caroline, Halifax.—31,
Wood Street, Westminster.

PRIVATE SOCIAL TOURS

(For Ladies and Gentlemen)

APRIL 26. SPAIN AND TANGIER.
Seville, Escorial, Ronda, Madrid, Algeciras, Granada, etc.
5 weeks 125 gns.

June 2. LAKES—Italian and Swiss Lakes, 3 weeks .. 49 gns.
Summer Tours—French Chateaux and Pyrenees, Tyrol, etc.
Organised by MISS BISHOP, F.R.G.S.,
159, Auckland Road, Upper Norwood, S.E.19.

Holmyard, E. W., Ottawa.—78, St. Mary's
Road, Ilford.
Hitchins, Horace, Montreal.—Care of Bank
of Montreal, Waterloo Place.

K

Kolley, Howard G., and Mrs., Montreal. —
Ritz Hotel.

L

Latter, H. H., Montreal.—Care of Montreal
Star Office.
Lawson, Reginald, and Mrs., Winnipeg.—
Stafford Hotel.

Mac-Mc.

Macdonald, Eric, Montreal.—Hotel Cecil.

THE HOLIDAY SEASON HAS STARTED

Time, Money and Temper Saved.

We book you any kind of accommodation you require
in Hotels, Boarding Houses or Apartment Houses,
therefore why bother about it yourself.

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Rogers, Mrs. T. D., and Miss, Halifax.—39,
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* * *

HEMP INDUSTRY IN MANITOBA.

One thousand acres of hemp will be planted
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aging director of the Canadian Fibre Co., a new
company which intends establishing a break-

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ing mill in the Province, probably in the Swan
River or the Dauphin district, to handle the
season's production.

"Our ultimate object," he said, "is to build
up a hemp industry, with Winnipeg as the
headquarters, producing bags, twine and
coarse fabrics, and later, fine linen and vege-
table silk. This year we will seek only to
test out the best kinds of seed and ascertain
the best areas for growing hemp. Actual
planting will begin about the 1st of May."

Arrangements are being made for the pur-
chase of 750 bushels of seed, which will be
imported from Kentucky and distributed
among farmers under contract for fibre pro-
duction. The company will supply the seed at
cost price, supervise the growing and cutting
of the crop, and then take the cured product
off the farmers' hands at \$15 a ton.

If this experiment is successful, the Mani-
toba plant will be first of a series of plants
extending over Saskatchewan and the other
Western Provinces of Canada. It is proposed
to market this year's crop in Great Britain
and Eastern Canada, and attention will be
devoted entirely to the raising of hemp fibre
until a manufacturing plant is ensured.

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Liverpool to Quebec or Montreal.
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Friday, May 6.—Victorian.
Wednesday, May 11.—* Empress of France.
Friday, May 13.—Melita.
Friday, May 20.—Minnedosa.
Wednesday, May 25.—* Empress of Britain.
Wednesday, June 1.—Metagama.
Wednesday, June 8.—* Empress of France.
Friday, June 10.—Victorian.
Friday, June 17.—Melita.

*Three-class steamers (Quebec only).

Glasgow to Quebec and Montreal.
Saturday, May 28.—Pretorian.
Wednesday, June 15.—Tunisian.

Southampton to Quebec and Montreal
Wednesday, May 11.—Corsican.
Wednesday, June 1.—Scandinavian.
Thursday, June 16.—Corsican.
Thursday, July 7.—Scandinavian.

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Lunches à la Carte, Dainty Teas. Home-made Cakes.
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Wednesday, June 15.—Empress of Japan.
Thursday, June 23.—Empress of Asia.

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Tuesday, May 3.—Carnarvon.
Wednesday, May 11.—Cameronia.
Tuesday, May 17.—Carnarvon.
Tuesday, May 31.—Carnarvon.

Southampton to New York.
Saturday, April 30.—Mauretania.
Saturday, May 14.—Aquitania.
Saturday, May 21.—Berengaria.
Saturday, May 28.—Mauretania.

London to Halifax.

Saturday, May 14.—Sesonia.

White Star Line.

Southampton to New York.
Wednesday, May 4.—Olympic.
Wednesday, May 18.—Adriatic.
Wednesday, May 25.—Olympic.

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Saturday, April 30.—Cedric.
Saturday, May 14.—Celtic.

Red Star Line.

Southampton to New York.
Friday, April 29.—Kronland.
Friday, May 13.—Zeeland.
Friday, May 27.—Lapland.

White Star-Dominion Line.

Liverpool to Quebec and Montreal
Saturday, May 7.—Megantic.
Saturday, May 21.—Canada
Saturday, June 4.—Megantic.

Manchester Liners.

Manchester to Quebec and Montreal.
Tuesday, May 10.—Manchester Brigade.
Passenger steamships for Australasia ports
leave Vancouver as follows:—June 4,
Makura; July 9, Niagara.

Letters, parcels and newspapers are due by
direct mail from Canada by the R.M.S.
Empress of France on April 29, the Melita
on May 5.

Letters only via New York are due by the
Zealand on May 2 and Aquitania on May 9.

* * *

In 1920, 19,675,700 lb. of halibut and
31,000,000 lb. of salmon were landed at
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ways, and is the largest halibut market in the
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